THE AMERICAN ELEVATOR AND GRAIN TRADE.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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ADDITIONAL LAWS GOVERNING COUNTRY ELEVATOR MEN.

Senator Henry M. Dunlap of Savoy, Ill., no doubt with good intent, has introduced a bill No. 342, in the Illinois Senate, which is designed to strengthen the state laws governing public warehousemen of class B. This class embraces all warehouses, elevators, or granaries, located in cities of 100,000 inhabitants and less, in which grain is stored in bulk, and in which the grain of different owners is mixed together.

The bill was introduced March 30, read, ordered printed and referred to the Committee on Warehouses. It is entitled a bill for an act to regulate warehouses of class B, and the warehousing of the grain in the same, and to provide penalties for the removal, sale or mortgaging of grain stored therein without consent of the lawful owners thereof. It provides as follows:

Section 1. Be it enacted by the people of the state of Illinois, represented in the General Assembly, That it shall be unlawful for the proprietor, lessee, or manager of any warehouse, elevator or granary of class B, embracing warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, to remove, sell, mortgage, or otherwise dispose of any grain received and held in store in such warehouse, elevator or granary, except by and with the consent of the owner or owners of said grain.

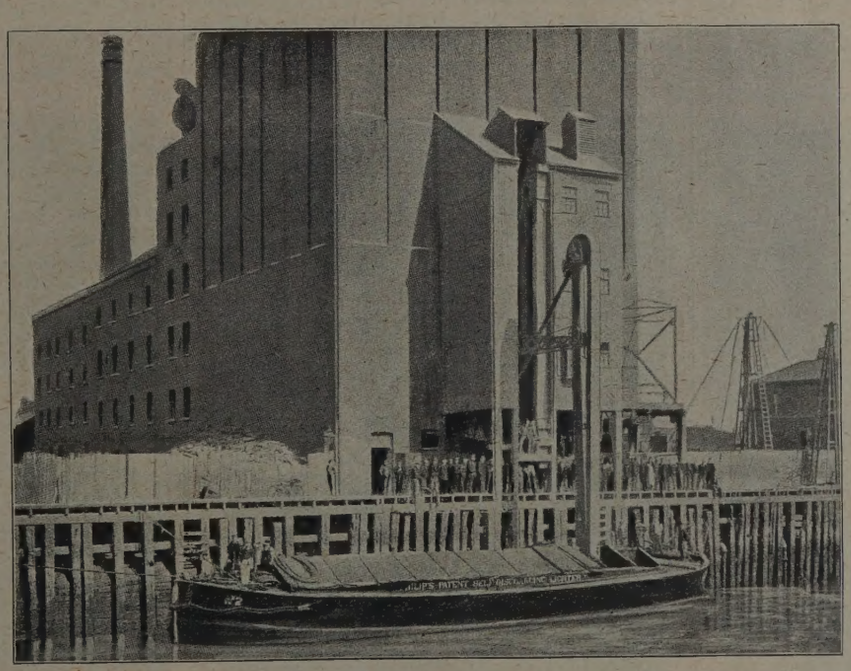
Sec. 2. Any proprietor, lessee or manager of any warehouse, elevator or granary who shall violate the provisions of this act shall be liable to the owner or owners of said grain for the full value thereof, together with damages sustained on account of such unlawful disposal, and shall forfeit unto the owner or owners of such grain all charges for storage thereon.

Sec. 3. Any proprietor, lessee, or manager of any warehouse, elevator or granary of class B who shall violate the provisions of this act shall be deemed guilty of a misdemeanor, and, upon conviction, shall be fined not less than fifty dollars ($50), nor more than five hundred dollars ($500), and imprisoned in the county jail for not more than one year: Provided, however, that it shall not be necessary for such proprietor, lessee or manager to preserve the identity of such stored grain, but that he may sell or remove such stored grain if he shall at all times have in his possession an equal amount of grain of the same kind and quality as the grain received in store and free from incumbrance.

Every dealer knows that section 1 adds nothing to the present law. No man, whether he be a warehouseman or otherwise, has a right to sell, mortgage or dispose of that which does not belong to him. If he does dispose of it, he cannot give title.

The only additional punishment provided by section 2 is that he shall forfeit all charges for storage on the grain. The elevator man is already liable for the full value of the grain and damages sustained by the owner of it. The trouble is that when he disposes of grain which is not his own he is generally on the verge of bankruptcy. If he is able to make good the loss to the grain owner he does it without any interception of the courts. If he is not able to make good the loss, suits at law will accomplish nothing, for he is not under bond as are public elevator men of class A.

If Illinois dealers see any objectionable points in the bill we would be pleased to hear from them regarding them.



A MARINE LEG AT HULL, ENGLAND.

A MARINE LEG AT HULL, ENG.

America has always led the rest of the world in the devising and adoption of mechanical apparatus for handling grain as well as in the manufacture of superior grain cleaning machinery, and not infrequently has an apparatus been adopted in a distant part of the world as the best thing in existence, when the very thing has been discarded here for something better.

The illustration of the marine leg unloading a lighter given herewith is reproduced from Milling of Liverpool. That journal calls it "an up-to-date grain intake plant." The drop leg is modern, and probably does its work well, but there are legs of other designs which have much greater capacity. This leg unloads the patent self-discharging lighters into the grain silo.

The silo which is located at Hull is an example of a typical English grain warehouse. Its brick walls are held together by heavy stayrods extending through the building. The bins are large and deep, and the lateral strain is very great, so that the walls are burst now and then, as recently occurred at Ipswich.

The lighter shown is self-discharging, an electric motor being provided which propels a conveyor in the bottom of the boat, and the grain is conveyed

to the boot of the marine leg, so it is necessary to open only one hatchway to unload the lighter.

MEETING OF KANSAS GRAIN DEALERS.

Pursuant to the call published in the last number of this journal, the Kansas Grain Dealers' Association met at Topeka, Wednesday, March 17. The meeting called to order by President Hieatt of Willis, and the minutes of the previous meeting were read and approved.

The roll call showed 35 members present. Owing to good roads a good many members were compelled to stay at home to handle the grain offered.

Mr. Lucas, of Goffe, Lucas & Carkener, Mr. Ewan, of the Moffett Commission Co., and Frank Hayward, of Hayward & Co., all of Kansas City, were present. Mr. Lucas attended the meeting in behalf of Kansas City commission houses. He assured the members of the Association that the commission men would do all in their power at any time to help trace short weights in that market to their cause. Suggestions were offered by different members, and it was decided that each member of the organization have printed shipping cards to show date of shipment and the amount of grain loaded into car, and tack same on either grain door, and at the same time to notify consignee of the amount of grain loaded, who in case destination weight showed excessive shrinkage would immediately notify consignor, and furnish railroad weight on same.

Mr. Ewan also stated that should they be accepted as members of the Association they would do all in their power to advance the interest of the Association, as they believed their interests were identical.

A recess of 20 minutes was taken so that Board of Directors might pass on applications presented for membership. Twenty applications were presented, and all approved.

The following amendment to the constitution was passed:

All elevators, owners and commission and receiving houses outside of the state may become honorary members, subject to same rules governing the regular members, but they shall not be entitled to vote in affairs of the Association.

On motion of W. H. Roller the Board of Directors were authorized to levy assessments upon members from time to time to defray necessary expenses.

The names of M. Worthy and M. H. Roller were placed in nomination for treasurers to fill vacancy caused by death of J. G. Elliot of Holton. Mr. Worthy withdrew in favor of M. H. Roller, and his election was declared unanimous.

Thomas C. Dick of Topeka advised that the Association employ an attorney to pass on sections 3, 4 and 5, article 6 of By-Laws, to see if they would come in conflict with the Anti-Trust Law passed by Kansas Legislature.

On motion the Board of Directors was instructed to consult a competent attorney and get a written opinion as to legality of constitution and by-laws adopted by the Association Dec. 29, 1896, and as to whether they conflict with the Anti-Trust Law of the state. If so to make such changes as they find necessary to comply with said law.

The following resolution was passed:

Whereas, It is the intention of this Association, through its Board of Directors, to consult attorneys as to legality of constitution and by-laws under the Anti-Trust Law of the state of Kansas; be it therefore

Resolved, That all parts of our constitution and by-laws that conflict with said Anti-Trust Law be, and the same are hereby repealed.

J. B. Wuester suggested that each member constitute a committee of one to solicit new members.

A committee of three was appointed to visit Kansas City at an early date to make a thorough investigation of the manner in which grain is weighed into elevators, and to report same at the next regular meeting of Association.

Almost all members complained of weights in Kansas City, and thought Kansas City houses should correct the evil.

Several requests were made by dealers from the southern part of state to hold the next meeting in Wichita or Hutchinson.

The matter was discussed and finally the time and place of meeting was left to the Board of Directors.

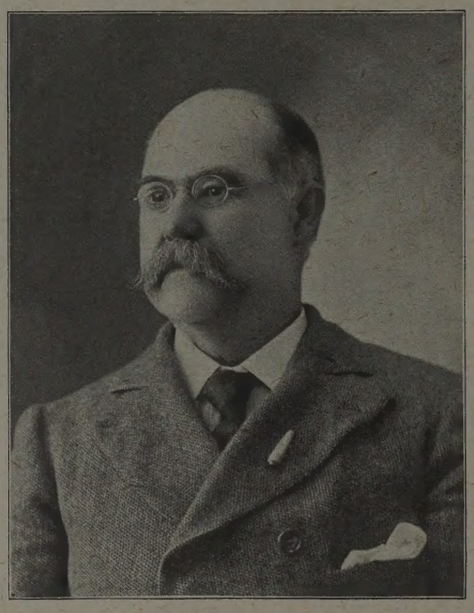
All present recited their experiences with the transient shipper and scoop-shovel men.

The Association adjourned to meet at call of the Board of Directors.

E. J. SMILEY, Secretary.

Dunavant, Kan.

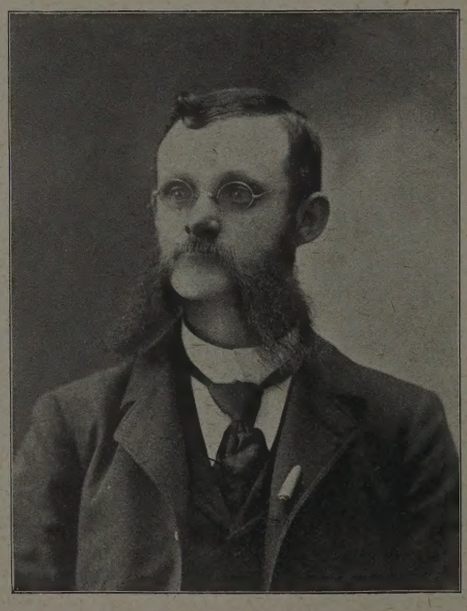
On this and the following page will be found the portraits of President N. B. Hieatt of Willis, Secretary



PRESIDENT N. B. HIEATT.

E. J. Smiley of Dunavant, and Directors L. Cortelyou of Muscotah, Frank Thoman of Summerfield, and W. O. Sturgeon of Valley Falls.

President Hieatt spent 30 years of his life in the tobacco business, having been connected with P. Lorillard & Co. from 1869 to 1890. He left that company and went West. By chance he entered



SECRETARY E. J. SMILEY.

the grain business at Willis, and has continued in the business. He has shipped large quantities of grain, and should have made some money, but unfair competition and shortages have prevented his doing so. In connection with his grain business he runs a little corn meal and feed plant, and ships considerable feed South.

The Kansas Grain Dealers' Association now has members operating at over 100 stations. Among the number are the following:

On the K. C. N. W. Ry.: A. P. Reardon & Co., McLouth; W. H. Jones, Oskaloosa; E. J. Smiley, Dunavant; Valley Falls Grain Co., Valley Falls; J. G. Elliott & Co., Holton; also Denison, Birmingham, Ontario; M. H. Roller, Circleville; J. E. Wilcox, Bancroft; also Kelley; Bailey & Connett, Baileyville; also Axtel, Kearney and Mina; Brunswig Elevator Co., Summerfield; Goffs Grain Co., Goffs; Ousler Bros., Circleville; Piazzah & Geiger, Valley Falls.

On the Ft. S. & Memphis Ry.: Wells & Farmer, Stark; W. W. Moffett, Savonburg; Wilson & Griffith & Co., Ozawkie.

On the Central Branch of U. P. Ry.: L. Cortelyou, Muscotah; Blue Rapids Grain Co., Blue Rapids; A. J. Denton, Centralia; M. Worthy, Wetmore; A. D. Crooks, Vermilion; Nash & Kaull, Glen Elder; Frank Hobart, Glen Elder; S. R. Washer, Atchison; W. H. Fluke, Whiting; W. B. Sharpless, Monrovia; Hoerman Bros., Netawaka; Hedge & Brown, Whiting; S. C. Smith, Centralia; Jackson & Taylor, Corning; Greenleaf & Baker Co., Atchison; A. T. Rogers, Beloit; also Glasco, Bennington, Gilbert; G. W. Dockstoder, Cawker City; H. A. Carlton, Cawker City; R. E. Mason, Corning; Herman Swartz, Frankfort; Pierce & Farrish, Effingham; C. H. Foss, Day; Little & Davis, Greenleaf; Waugerien & Co., Vining; Murdock Grain Co., Clifton; P. C. Parker & Co., Waterville.

On the St. J. & G. I. Ry.: J. W. Thomas, Home; J. B. Wuester, Home; S. S. Carpenter, Severance; John Roach, Severance; J. Jenson, Leona; J. R. Glenn, Robinson; A. B. Smith, Robinson; R. B. Gibbs, Morrill; Brunswig Elevator Co., Beattie; David Dakirs, Marysville.

On the Mo. Pacific Ry.: N. B. Hieatt, Willis; M. G. Heald, Lancaster; John Dix, Huron; S. A. Wickard, Chanute; R. D. Rose, Mankato; N. Salisbury, Hiawatha; F. P. Lonberger, Willis; C. S. Sowle, Mt. Hope; Scott McCormick, Mt. Hope; Cyrus Wilhelm, Mt. Hope.

On the Union Pacific Ry.: Arrington Elevator Co., Arrington; M. W. Lewis, Grainfield; W. H. Karns, Soldier; J. E. West, North Topeka; J. C. Goings, North Topeka; J. R. Bagwell, Rossville; L. H. Hammett, Schroyer; R. B. Wallace, Winchester; John T. Jones, Grinnell; Henry M. Groth, Loraine; M. McCracken, Solomon; Henry Sagler, Valley Falls.

On the C., R. I. & P. Ry.: George W. Cole, Horton; J. R. Dague, Straight Creek; J. H. Kinnear, Powhattan.

At Kansas City, Mo.: Murphy & Poor Grain Co., houses located at Chapman, Brookville, Wilson, Lorrance, Grinnell, Oakley, Culver, Vesper, Lucas, Le Roy, Waldo, Paradise, Natomia, Codill, Plainsville, Palco, Zorich, Bogue, Mento, Gorham; Perrine Bros., Hayward & Co., Dayton Commission Co., Moffett Commission Co., Goffs, Lucas & Carkener, Charles Counselman & Co., Montgomery Grain Co., Fowler Commission Co.

ILLINOIS DEALERS WILL MEET.

At a meeting of the Board of Directors of the Illinois Grain Dealers' Association held in this city April 9, it was decided to hold the annual meeting of the Association at Decatur, Tuesday, June 8, 1897.

B. S. TYLER, Secretary.

Decatur, Ill.

MEETING OF KANSAS GRAIN DEALERS.

There will be a meeting of the Kansas Grain Dealers' Association at the National Hotel, Topeka, Kan., on April 26, at 2:30 p. m.

All members are requested to be present at this meeting, and an invitation is extended to all regular dealers of the state.

It is to the interest all regular dealers to attend this meeting to hear what has been accomplished, and to learn what can be accomplished through organization.

E. J. SMILEY, Secretary.

Dunavant, Kan.

Join the Grain Dealers' National Association and help to secure compensation from carriers for regular elevator men who act as local freight agents to receive and load grain into cars.

AN AMENDMENT PROPOSED FOR THE ILLINOIS WAREHOUSE LAW.

A bill was introduced in the lower house of the Illinois Legislature March 18 by Mr. Allen of Vermilion, which merits the earnest opposition of every grain receiver and every country buyer.

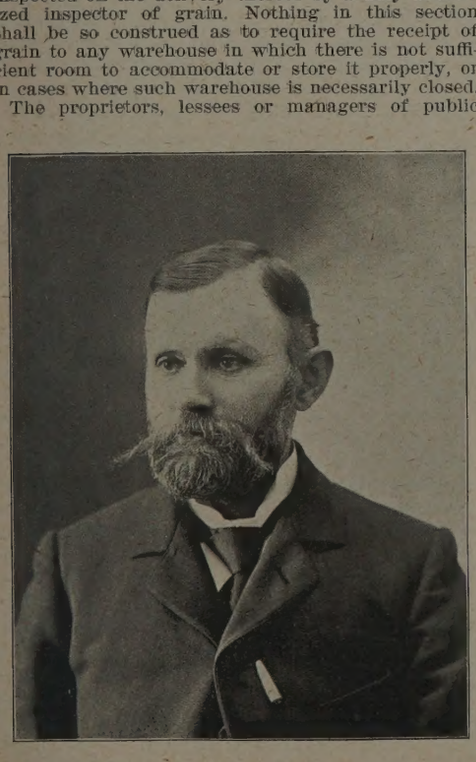
The number of the bill is 583. It was read by title, ordered printed and referred to the Committee on Judiciary. Its title is misleading, as no doubt it was designed to be by the drafters of the bill. The title is a bill for an act to amend section six (6) of "an act to regulate public warehouses and the warehousing and inspection of grain, and to give effect to article thirteen (13) of the constitution of this state," approved April 25, 1871, in force July 1, 1871.

The bill provides as follows:

Section 1. Be it enacted by the people of the state of Illinois, represented in the General Assembly, That section six of "An act to regulate public warehouses and the warehousing and inspection of grain and to give effect to article thirteen of the constitution of this state," be amended to read as follows:

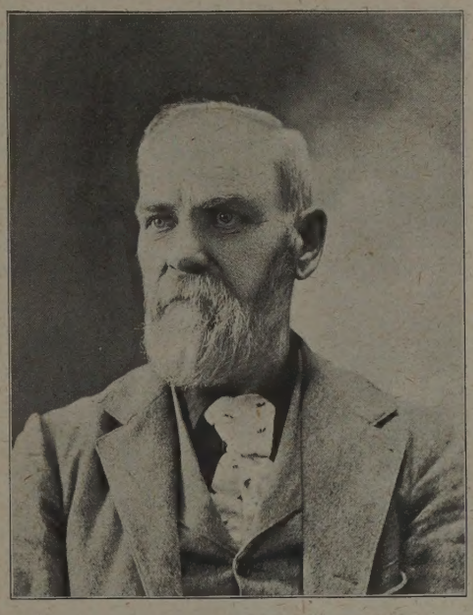
Sec. 6. It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons, or between himself as the owner of grain stored in such house, and other persons, desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner or consignee so requests, and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of other owners, which bin shall thereupon be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouse unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain to any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed.

The proprietors, lessees or managers of public



DIRECTOR L. CORTELYOU.

warehouses of class A may store in any such warehouses, owned, leased or managed by them, grain of their own, and mix it with the grain of others of like grade stored therein, and may purchase warehouse receipts representing grain on store in such warehouses owned, leased or managed by them; but when any such proprietor, lessee or manager shall desire to so store and mix his own grain in any such warehouse or warehouses, owned, leased or managed by him, or to purchase receipts for grain on store therein, he shall so inform the chief inspector of grain of the county in which such warehouse or warehouses are located, and said chief inspector shall thereupon place and keep in such warehouse or warehouses, whenever necessary so to do, one or more assistant inspectors, who shall, in addition to their usual duties as assistant inspectors, have general supervision over the storing and care of the grain stored in such warehouse or warehouses, under such rules and regulations as shall be made by the Railroad and Warehouse Commissioners; and said commissioners are hereby invested with full power and authority to make all rules and regulations concerning the storing, handling and delivery of grain in warehouses of class A, in which the proprietors, lessees or managers thereof store their own grain, as may, in their opinion, be necessary to prevent any fraud upon or discrimination against



DIRECTOR W. O. STURGEON.

other depositors of grain in their said warehouses, and to prevent any proprietor, lessee or manager of such warehouse or warehouses from securing to himself, as the owner of grain stored therein, any benefit or advantage over any other depositor of grain stored in such warehouse or warehouses.

The bill is designed exclusively for the purpose of giving the public elevator men of Chicago the right to store their own grain in their own public elevators, and is stated in the first sentence of section 6. That our readers may see through this scheme of the public elevator men, who long for legal right to monopolize the grain business, we will state that Article XIII of the Constitution of Illinois does not need any assistance from House Bill 583. The sections of that article which relate to public elevators are as follows:

Section 1. All elevators or storehouses where grain or other property is stored for a compensation, whether the property stored be kept separate or not are declared to be public warehouses.

Sec. 2. The owner, lessee or manager of each and every public warehouse situated in any town or city of not less than 100,000 inhabitants shall make weekly statements under oath, before some officer to be designated by law, and keep the same posted in some conspicuous place in the office of such warehouse, and shall also file a copy for public examination in such place as shall be designated by law, which statement shall correctly set forth the amount and grade of each and every kind of grain in such warehouse, together with such other property as may be stored therein, and what warehouse receipts have been issued, and are, at the time of making such statement, outstanding therefor; and shall, on the copy posted in the warehouse, note daily such changes as may be made in the quantity and grade of grain in such warehouse; and the different grades of grain shipped in separate lots shall not be mixed with inferior or superior grades without the consent of the owner or consignee thereof.

Sec. 3. The owners of property stored in any warehouse, or holder of a receipt for the same, shall always be at liberty to examine such property stored, and all the books and records of the warehouse in regard to such property.

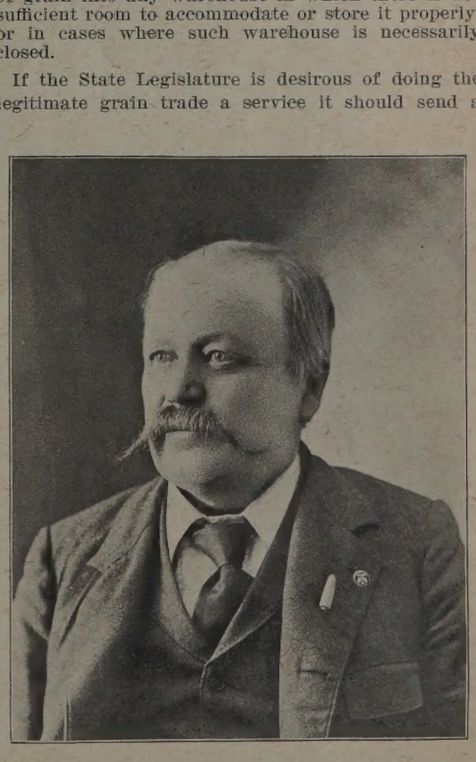
There is nothing in either of these sections which will be made effective by giving the public elevator man legal right to store his own grain. House Bill 583 does not specifically state that he shall have such right, but by conveying the impression that he has had such right the lawmakers recognize and establish such right. The point of the bill is in the clause which provides that warehousemen of class A shall "not make any discrimination between persons, or between himself as the owner of grain stored in such house, and other persons."

"Public warehouses of class A embrace all warehouses, elevators and granaries in which grain is stored in bulk, and in which the grain of different owners is mixed together, or in which grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators or granaries being located in cities having not less than 100,000 inhabitants."

The proposed amendment will affect only houses of this class, but in a way that will prove detrimental to the rest of the trade as has been shown by experience. For the public elevator men of Chicago have persisted in doing the very thing which this bill is intended to make legal, and this, too, contrary to the wishes and protests of the trade. Section 6 of the warehouse law as it stands now provides:

It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him, in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities—such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but if the owner or consignee so requests, and the warehouseman consent thereto, his grain of the same grade may be kept in a bin by itself, apart from that of the owners; which bin shall, thereupon, be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state, on its face, that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouse unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed.

If the State Legislature is desirous of doing the legitimate grain trade a service it should send a



DIRECTOR FRANK THOMAN.

delegation to Springfield and have House Bill 583 amended so as to provide expressly that public elevator men shall not deal in grain stored in their own elevators.

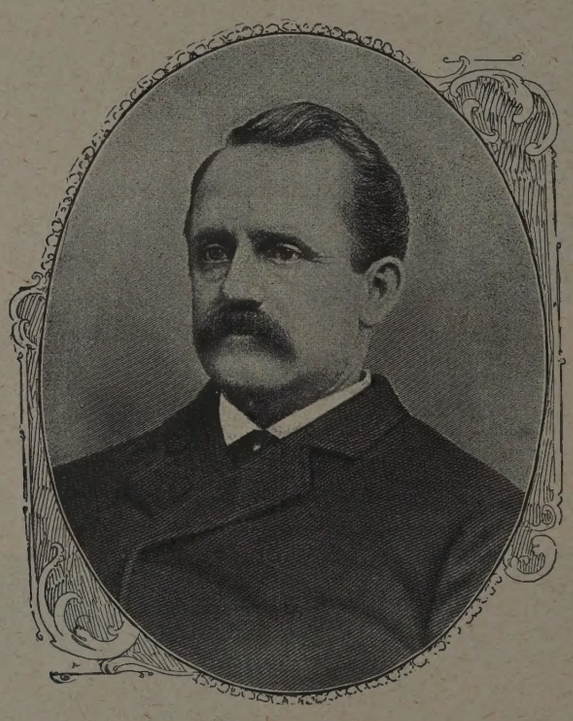
In the first sentence of section 6 of the bill the clause "or between himself as the owner of grain stored in such house, and other persons," should be eliminated, and the word "may" following the words "class A" in first sentence of the second paragraph, also the word "may" following "and" should be changed to "shall not." All of the paragraph follow-

ing the first semicolon should be omitted, then will the bill give effect to the law as it was originally intended.

HENRY D. M'CORD.

Henry D. McCord, President of the Produce Exchange, has been identified with the grain trade of New York City since 1857, and is to-day at the head of a firm which exports over 10,000,000 bushels of grain annually to the various quarters of the world which draw their grain from the United States.

Mr. McCord was left fatherless in infancy, and his mother died when he was 12 years of age. He left his birthplace and childhood's home in Westchester County, New York, after the death of his mother, and commenced his business career as a grocery clerk at Sing Sing. His salary was $24 a year, and his board. After nine years of service in the grocery store he went to New York in 1857, and secured employment as clerk with a grain merchant on Broad Street at a salary of $5 a week. He remained with his employer until 1872, when he started into business for himself. His first location was but a short distance from the store of his former employer, and



HENRY D. MC CORD.

when the latter died he removed to the location thus made vacant. Here Mr. McCord carries on his business to-day, although now of mammoth proportions in comparison with its beginning. In 1896 Mr. McCord sold between 3,000,000 and 4,000,000 bushels of corn and wheat for shipment to South Africa.

In 1894 Mr. McCord was elected Vice-President of the Produce Exchange, and in 1895 was elected its President. He was reëlected President in 1896.

Although a man of large interests Mr. McCord still takes time for a reasonable amount of recreation. He spends his summer months at his country home at Scarboro-on-Hudson, and devotes his Saturdays to fishing and other amusements. From the grocery store at Sing Sing to the position he now occupies, Mr. McCord has advanced to a much higher position than the average man succeeds in attaining. As a grain merchant he is held in high esteem by his associates, and during his long connection with the trade he has made many warm personal friends.

Broom corn valued at $8,405 was exported in February, according to the last report of the Bureau of Statistics, against an amount valued at $11,999 in February preceding; and during the eight months ending with February broom corn valued at $91,312 was exported, against an amount valued at $140,018 during the corresponding months ending with February preceding.

THE ANTI-TRUST LAW AND ORGANIZATIONS.

In order to understand fully the scope of the recent decision of the Supreme Court of the United States in the Transmissouri case, it will be necessary to take into consideration its bearings on other kinds of agreements than those of the class specifically passed upon in that case. In accordance with the usual practice of judicial tribunals, the majority of the court, of course, confines itself to deciding the points specifically involved in the case before it. It does not profess to indicate the various classes of agreements to which the rulings made may be held to apply, and does not even lay down general principles, except in so far as they may be necessary to decide the particular points required to be passed upon under the facts in the case.

It will, we think, be at once apparent to those who have read the decision of the majority of the court with care, and who are familiar with the tendency of recent decisions generally, that the principles laid down by the court must have a very material effect upon one class of agreements or combinations that of late years have had an important bearing upon commerce and industry—namely, agreements or combinations between employes of transportation companies. The court, in its decision, lays down the rule that the term "contracts in restraint of trade" includes all kinds of contracts which in fact restrain, or may restrain, trade, and is not confined to such as are in unreasonable restraint of trade. Indeed, it lays down the rule that, as regards the business which the railroads do, it is of such a public nature, so closely affecting almost all classes in the community—the farmer, the trader, the artisan and the manufacturer—that it may well be doubted, to say the least, whether any contract which imposes any restraint upon its business would not be prejudicial to the public interest. The decision goes even further in its statement of this doctrine, and says in express terms: "The claim that the company has the right to charge reasonable rates, and that, therefore, it has the right to enter into a combination with competing roads to maintain such rates, cannot be admitted."

Under these rulings of the court it cannot be doubted that any agreements or combinations of whatever kind between any bodies or persons which operate to restrain trade as represented by transportation of an interstate character are prohibited by the anti-trust law. It matters not whether these agreements or combinations are between the railroads themselves, as represented by their managers, or between their employes, as represented by the various organizations of such, which have become well known in the development of the carrying industry. Combinations or agreements between employes have heretofore been held to be, under certain circumstances, contracts in restraint of trade, and, beyond doubt, many agreements between employes or representatives of them which directly affect the business of the railroads engaged in interstate commerce must be illegal under a ruling which declares invalid all contracts in restraint of trade, whether reasonable or unreasonable.—Bradstreet's.

A NEW GRAIN DRIER.

President Cassius M. Paine, of the Milwaukee Chamber of Commerce, and the senior member of the firm of Paine Brothers & Co., grain dealers, of Milwaukee, is interested in a company which is putting a new grain drier on the market. Mr. Paine explains his connection with the affair by relating that his experience of over ten years in handling salvage grain from elevator fires caused him to try almost every drier on the market in the hope of finding something that would give satisfactory results. As salvage grain is generally wet from being played on by the fire departments, it requires a drier of large capacity and thorough work to give satisfaction. Until the present invention was contrived, nothing was found except malt kilns which could be relied upon to do the work, and they are not generally available.

In association with Mr. Paine is Mr. Wynn Ellis of Detroit, Mich., who discovered a principle for drying wet and damp grain which seemed feasible to him, and on putting it into execution it was found to work perfectly. As a result the Paine-Ellis Grain Drier Co. of Milwaukee has been incorporated with a view of equipping elevators with the apparatus more particularly for damp corn and damp wheat. Grain of this nature containing 5 to 10 per cent. of excess moisture can be dried perfectly in about an hour. As the cost of the equipment is not large, every shipper can conceive the immense advantage of making use of the apparatus to properly dry and ventilate damp grain so that it may be sent to market to very best advantage.

The apparatus consists of alternate grain and air spaces, arranged perpendicularly in the drier box or bin, and the drying is effected by an air blast from a self-contained fan and steam radiator. After blowing hot air until the grain is dried, a cold blast is the concluding operation which leaves the grain perfectly cool and in condition to store with safety for any length of time. When the hot blast is turned on, must and other odors are very thoroughly eliminated so that, aside from drying the grain, the quality is very much improved. The claims of the machine are presented in another column, and Mr. Paine's reputation as a business man is a guaranty that the claims are well taken, and will be fulfilled.

As there bids fair to be a large quantity of damp corn and damp wheat, the new company expects to find some difficulty in filling orders, although it has arranged for a considerable output, and will give attention to orders in the order received. Several patents are pending on the drier, and many claims have been allowed.

Mr. Paine has had a wide experience in handling grain, his firm at present being the lessees of two of the terminal elevators of the Chicago, Milwaukee & St. Paul Railway at Milwaukee, and he is confident the new drier will work a revolution in the method of marketing damaged grain, and cause it to all be cured at point of shipment.

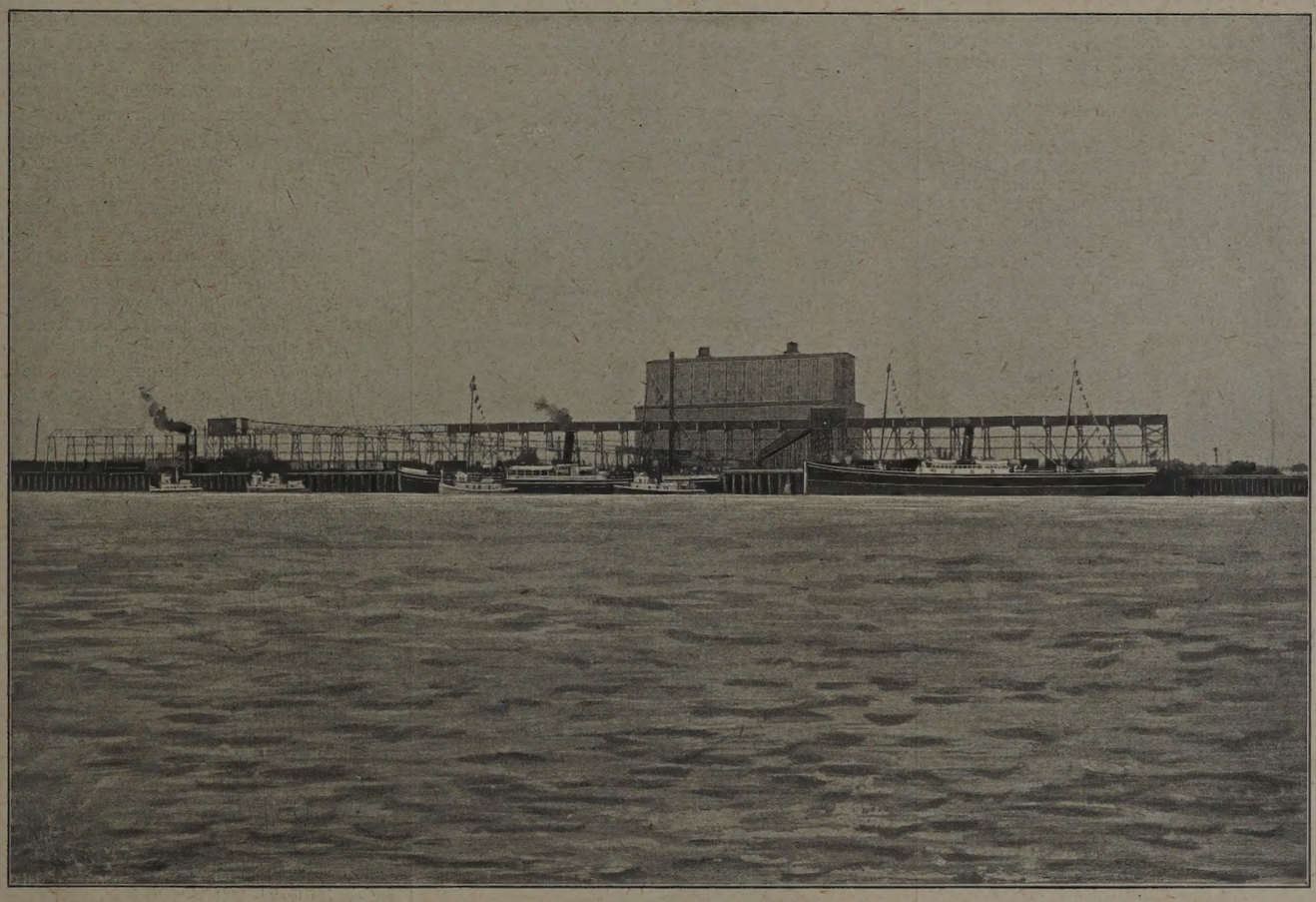
Send us reports of the acreage and condition of the growing grain of your district.

The Kansas Grain Dealers' Association has nearly 100 members, and is still growing. No regular grain dealer can afford to deny himself the benefits of this organization.

Elevator men who receive grain, store it free for 48 hours, and load it into cars for all comers are fairly entitled to a compensation of at least two cents a bushel for acting as local freight agents for the railroad company.

ILLINOIS CENTRAL ELEVATOR D AT NEW ORLEANS, LA.

The grain merchants of New Orleans and the railroads having terminals there have been working earnestly for some years to divert a part of the export grain trade of the Mississippi Valley to that port, and not without marked success, as is shown by the great increase in the receipts of grain at New Orleans during the two last crop years. At first the city was handicapped by a lack of grain handling facilities, but elevators were gradually provided, and to-day the city has six, instead of one, as was the case a few years ago. The houses now in operation are the old Harmony Street Elevator, the first constructed, and originally used for unloading from grain barges, the grain trade of New Orleans having been confined to the river, the grain being floated down from St. Louis; the "local" elevator of the Yazoo and Mississippi Valley Railroad on Poydras; the Yazoo and Mississippi Valley Elevator at Southport; the Texas and Pacific Elevator at Westwego; the Chalmette Elevator at Port Chalmette, and the new Illinois Central Elevator D at the Stuyvesant docks.



ILLINOIS CENTRAL ELEVATOR D AT NEW ORLEANS, LA.

These elevators have a capacity for 3,250,000 bushels of grain, and are sufficient for the present needs of the city, although they will have to be increased if the grain trade of New Orleans continues to grow as it promises to do. There is no necessity now, as formerly, for the railroads to sidetrack their cars, laden with wheat and corn, because of lack of storage for their contents and no way of getting them on shipboard.

It was largely to meet the competition of Port Chalmette, and to carry out the idea of making New Orleans a free port that the Illinois Central began a year ago to establish docks, wharves and other terminal facilities in New Orleans proper. It already possessed suburban warehouses in Southport, but it found that it was better to do its business in New Orleans, if this were possible. With these objects in view, the railroad purchased a large tract of land on the river front, some thirty-two acres in area, at the foot of General Taylor Street, and began the construction of such improvements there as were deemed necessary for the promised increase in the trade of New Orleans.

The most important feature of the improvement is the million-bushel elevator, the most perfect of its kind in the South. The elevator is 83.6 feet high and 300 feet in length, and is built on 300 45-foot piles. It has two parallel tracks through it, and between them are Clark Steam Shovels of the latest design for very rapid unloading of cars, and a special car puller designed by Jas. Stewart & Co. Two hundred and fifty cars can be received each day.

The elevator is divided into 180 bins, and has a storage capacity of 1,000,000 bushels. It can receive 300,000 bushels and load out 400,000 bushels in ten hours. There are seven receiving legs, each with an elevating capacity of 5,500 bushels an hour, and four shipping legs, with a capacity of 15,000 bushels an hour. As the grain is unloaded from the cars by the steam shovels into the receiving sinks and elevated to the top of the building it is received in garners of large capacity. There are seven 1,200-bushel hopper scales.

The shipping legs, each with an elevating capacity of 15,000 bushels an hour, are also provided with garners, and scales, making eleven scales in all in the elevator.

The elevator is provided with a complete water system. Each floor is supplied with hose attached to stand-pipes, and on top of the elevator will be two immense tanks. The entire building is covered with galvanized corrugated iron. Access to the new terminal will be easy.

The wharf in front of the elevator is 1,600 feet in length, and 100 feet in width, but will be increased as business demands.

Locating the elevator several hundred feet from water would appear unwise, but owing to the immense quantities of baled cotton, bags of cottonseed meal, and freight of all kinds to be shipped, large dock space is necessary. These commodities are frequently loaded on a ship while she is taking in grain. It is therefore necessary to carry the grain to the ships by belt conveyors, which are located in galleries built 50 feet above the docks.

The conveyor galleries over the dock are 1,500 feet in length, and contain four separate belt conveyors 36 inches wide, equipped with self-propelling trippers. These conveyors have a carrying capacity of 15,000 bushels of grain per hour each, but owing to the necessity of changing from one hatch to another it is not possible to load a ship at this rate continuously, and the loading capacity of each belt for ten hours, therefore, averages about 10,000 bushels per hour. There are 46 shipping spouts attached to this gallery, each 55 feet long, made of sheet steel, with a 24-inch revolving head, which receives the grain from the tripper spout.

Two belt galleries lead diagonally from the elevator to the dock conveyors, a distance of about 540 feet, each containing two belt conveyors 36 inches wide, which carry the grain from the elevator and discharge it on the conveyors over the dock. These belts also serve to transmit the motive power required to operate the dock conveyors. Owing to the angle at which these belts run, it is necessary to use two special angle couplings to each connection, which are found to work with perfect success. The carrying belts are supported by wooden rollers, having turned iron journals, running in babbitted oscillating mounted bearings, on stands. Provision is made to take up the stretch in the belt by means of a screw adjustment at the ends. It is necessary to "cup" the belts at points where they receive grain; this is done by concentrating rollers. Owing to the long length of dock conveyors, four ships can be simultaneously loaded with grain, and also can be loaded with miscellaneous cargo from the dock.

All of the elevator head pulleys as well as the other belt pulleys throughout the house are of the iron center wood rim type, and the American system of rope transmission is used throughout. The motive power to operate this immense plant is a Twin Corliss Engine of 650 I. H. P. The elevator is equipped with a complete dust collecting system, the refuse being burned under the boiler. An independent high speed engine, furnishing power to operate the dynamos and the large fire pump, is located in the engine room.

The entire elevator system of the Illinois Central R. R. at New Orleans is under the management of Mr. John Fears, who has had many years of ex-

perience, and who is a man thoroughly capable in his business. Mr. Alonzo Spear acts as an assistant in the capacity of chief engineer.

All of the rope tranmission, shafting, belt conveyor appliances and special machinery was manufactured and furnished by the Dodge Mfg. Co. of Mishawaka, Ind. The elevator was designed and built by James Stewart & Co., elevator architects and builders of St. Louis, Mo.

In addition to the elevator, the six miles of tracks and the wharf the territory occupied by the terminal will embrace storage sheds of the most approved designs for the accommodation of 100,000 bales of cotton and merchandise sheds of the most modern pattern for the accommodation of the export and import business.

WILL REDUCE SHORTAGES AND DOCKAGES.

Secretary B. S. Tyler, of the Illinois Grain Dealers' Association, has sent us the following resolution, which was adopted at a meeting of the Board of Directors of the Association, held in Decatur, April 9:

Resolved, That the Secretary of the Illinois Grain Dealers' Association notify all members of the Association through publication in the "American Elevator and Grain Trade," as follows: All members who have excessive shortages or exorbitant differences charged on account of off grades of grain, are requested to make a concise and complete report to the Secretary of this Association promptly the first of each month, that he may take steps to remedy the evils, and also that the statements may be published in the "American Elevator and Grain Trade" for the mutual benefit and protection of members of this Association.

(Signed.)

JOHN CROCKER, Maroa.
B. S. TYLER, Decatur.
W. H. SUFFERN, Decatur.
HARRY KNIGHT, Monticello.
E. R. ULLRICH, Springfield.
W. B. NEWBEGIN, Blue Mound.

Send all reports to B. S. Tyler, Secretary, Decatur, Ill.

DEATH OF ORRINGTON LUNT.

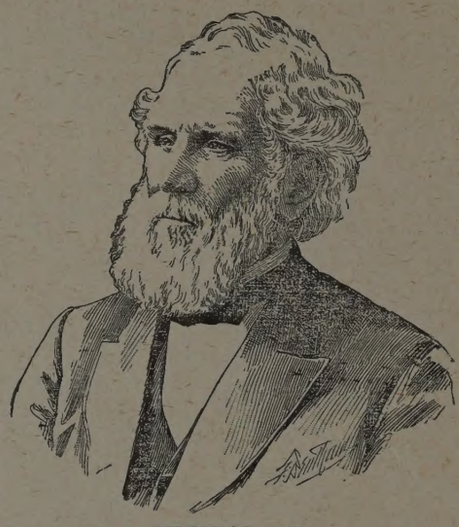
Orrington Lunt, who was a prominent figure in the grain trade of Chicago when that trade was in its infancy, and who has ever since been connected with its commerce and institutions of charity and learning, died on April 5 at his home in Evanston, Ill.

Mr. Lunt was born in Bowdoinham, Maine, Dec. 24, 1815. From an early age he was given a business training, and at the age of 14 he entered his father's store in his native country town. He and his brother succeeded to the business when he became of age. The business prospered, and Orrington soon wished for opportunities for larger transactions. So he started West with his wife, and arrived at Chicago in November, 1842—one of the hardest winters for business ever known. He managed to get home again in the spring, but the following autumn found him again in Chicago with the determination that he liked the place and would stay.

Mr. Lunt met with many reverses at first, but finally succeeded in making money in the produce commission business. In 1844 he engaged in the grain business, his first transaction being the not then remarkable one of receiving a cargo of oats from Buffalo for sale in Chicago. But a heavy harvest came, and Mr. Lunt began to purchase wheat from farmers. He held all he could store from the close to the opening of navigation, running great risks, and making a considerable profit.

In the spring of 1845 Mr. Lunt had made enough money to build a grain warehouse, and increasing his facilities for trying larger transactions. The harvest that year proved abundant, and he filled his house. Prices went up, and just before the close of navigation he made a sale of 50,000 bushels of wheat at a large advance. This was a large transaction in those days, and he became known throughout the country. That year he made $10,000; the next he lost every cent of it by buying for future delivery. This little $10,000 lesson taught him the danger of speculation. It was a great price to pay, but the lesson was never forgotten.

The Chicago Board of Trade was first organized in 1848, and Orrington Lunt was one of its charter members, none of whom are now alive. The changes in the grain trade which were inaugurated by the railroads were not pleasing to Mr. Lunt, and he leased his warehouse and retired from commercial life for a time. Four years later, however, he converted his warehouse into an elevator and took his brother, S. P. Lunt, into partnership with him. But he still conducted the business on conservative lines, and though some years he handled as much



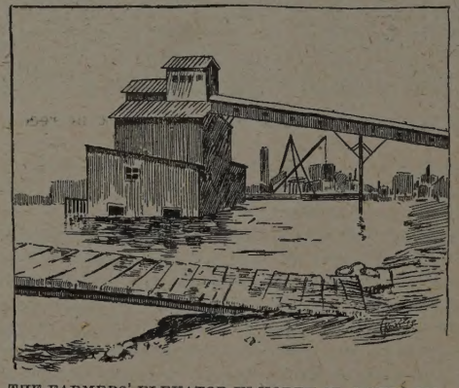
ORRINGTON LUNT.

as 3,500,000 bushels of grain, he never ran risks, and never took part in the speculations of others.

Mr. Lunt's health broke down, and he sold out his interest in the grain and elevator business, and with his family went to Europe, when he spent two years in almost constant travel. During his long career he was prominently connected with other enterprises of business and charity.

ELEVATORS AND THE HIGH WATER.

High water and flood have greatly interfered with business in the Northwest, the Mississippi and the Ohio valleys recently, and some elevators in the Northwest that were supposed to be far beyond the



THE FARMERS' ELEVATOR IN NORTH ST. LOUIS, MO.

reach of any probable flood, have been floated away or swept from their foundations. Elevator property has never suffered so much from high water.

The illustration given herewith shows the flood at the Farmers' Elevator in North St. Louis, Mo. The water has risen in the elevator several feet. The basement and the elevator boots are completely flooded, and the water will damage the machinery. Many elevators in the Northwest located close to large streams are in a situation similar to the Farmers' Elevator. The Mississippi River has almost reached the point touched in 1882.

Besides the damage done to elevators the high water has greatly retarded business, and has thus occasioned loss to many. Roads in the Northwest have become impassable, and farmers who own grain have been unable to market it. In many places there will be no crops unless the water subsides before many days.

CORN COB MEAL; WHAT IT CONTAINS.

We have secured and present herewith an analysis of pure corn cob meal that merits the perusal of every feed dealer. The trouble has been to secure a sample of the pure article without any admixture of other material; for the cob grinders have mixed it before putting it on the market, and when once mixed, of course, separation is impossible. Through the agency of a friend we procured a sample of the pure article and submitted it for analysis to a well-known firm of chemists. We give the results herewith.

Mitchell Bros. Co.

Gentlemen:—We have made an analysis of the pure cob meal left with us with the following results: Moisture, 7.20 per cent.; ash, 1.03 per cent.; protein, 2.56 per cent.; fat, .42 per cent.; carbohydrates (other than crude fiber), 54.54 per cent., and fiber, 34.25 per cent. These results agree fairly well with the average of eighteen analyses of corn cobs as given in the office of Experiment Stations, Bulletin No. 11, of the Agricultural Department, which is as follows: Moisture, 10.70 per cent.; ash, 1.40 per cent.; protein, 2.40 per cent.; fat, .50 per cent.; carbohydrates (other than fiber), 54.90 per cent., and fiber, 30.10 per cent.

The composition of the corn cob shows it to be valuable chiefly for its carbohydrate foods, the amount of nitrogenous compounds being very small. The value of cob meal alone cannot be very high, but it would make a good mixture with such material as cotton-seed or linseed meal, which are rich in protein and fat. For comparison I add analyses of a few of the common grains:

	Moisture	Ash	Protein	Fat	Carbohydrates	Fiber
	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.	Per ct.
Barley	10.80	2.44	10.69	2.13	69.89	4.05
Corn	10 33	1.36	9.88	4.17	71.05	1.71
Oats	10.06	3.46	12.15	4 33	57.93	12.07
Wheat	10.62	1.82	12.23	1.77	71.18	2.36
Cob Meal..	7.20	1.03	2.56	0.42	54.54	34.25

Hay contains from 5 per cent. to 7 per cent. ash, from 8½ per cent. to 11 per cent. protein, from 2 per cent. to 5 per cent. fat, and from 25 per cent. to 35 per cent. fiber. Wheat bran contains from about 7 per cent. to 7½ per cent. ash, from 16 per cent. to 17 per cent. protein, from 3 per cent. to 5 per cent. fat, and from 7 per cent. to 12 per cent. fiber. Cotton-seed meal contains about 7 per cent. ash, 50 per cent. protein, 10 per cent. fat, and from 6 per cent. to 9 per cent. fiber. The difference between the sum of the figures given for ash, protein, fat and fiber, and on hundred may be called carbohydrates (other than fiber).

Respectfully yours, WM. HOSKINS.

The results of this analysis will doubtless be read with surprise by our readers, as they were by ourselves. We have denounced the mixing of cob meal as a commercial fraud, and have nothing to retract on that score. It is indefensible to sell a sophisticated article for something else, no matter if the adulterant be comparatively harmless. But we frankly admit that we also believed the adulterant in this case was also comparatively worthless. We expected that an analysis of pure cob meal would demonstrate that it was composed principally of fiber. Instead of that it develops a fair amount of carbohydrates, along with a large amount of fiber, although no more than an average sample of hay. It is low in protein, and substantially without fat.

Now, it must not be assumed that because cob meal is not as bad as was thought, it is therefore an ideal ration for feeding. But the analysis given above shows that there is no reason why corn cob meal should not be put on the market as a feeding substance, on its own merits. Those merits are modest, but corn cobs are cheap, also. It would hardly do as a feeding material alone,

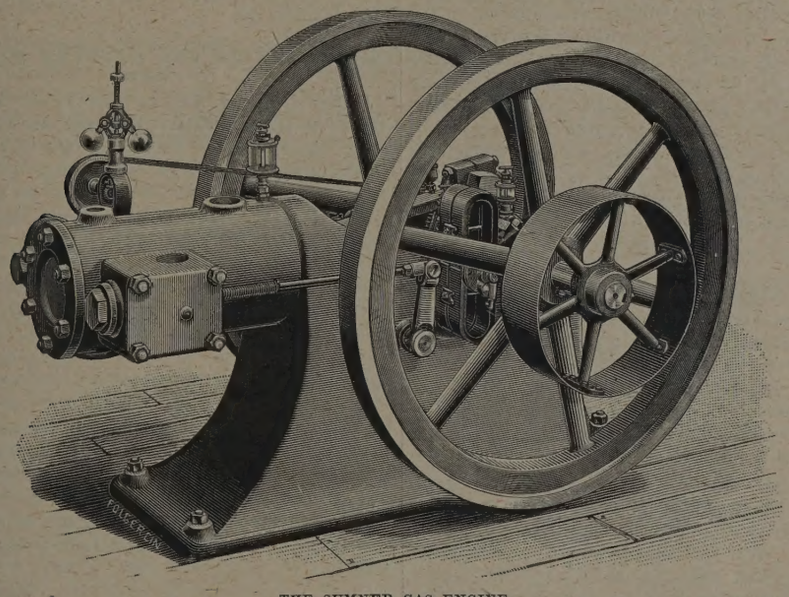
but it would make a good material to mix with foods that are rich in protein and fat.

So let us have cob meal put on the market under its own colors. If corn cobs are capable of such utilization, the discovery is worth much to the country; and let the grinding of the cobs become a legitimate industry, and not done as a means of perpetrating commercial fraud on dealers and the public.

THE SUMNER GAS ENGINE.

There are many reasons why gas and gasoline engines are daily becoming more popular among power users, and perhaps they can all be seen in the description of a good engine. These engines are simply constructed and are complete in themselves, containing on one foundation the equivalent of furnace, boiler and cylinder. Gas and air are admitted into the cylinder, where at a given moment they are exploded, and the piston is driven forward. Then the space occupied is so small; a gas motor can be set almost anywhere, only requiring two or three pipes and a water tank.

The New Improved Sumner Engine, of which an illustration is given herewith, is claimed to be up to date in every respect and to contain important features which make it a very desirable engine. The best material is used in its construc-



THE SUMNER GAS ENGINE.

tion. All bearings are adjustable for wear, the valves are cone-shaped poppet valves and easily accessible. All parts are made to duplicate, and all boring and turning is to a standard gauge.

The gasoline used in this engine is pumped from a safety gasoline tank by a small plunger pump in such quantities as the engine requires. The level of the gasoline is always below all openings and cannot overflow, and the gasoline is never exposed to the air after it is put into the tank. In starting the engine a relief cam opens the exhaust valve during part of the compression stroke, letting through it a portion of the explosive mixture, a method which insures an explosive mixture in the cylinder and consequent ignition of the charge. This allows of very easy starting of the engine.

One of the important features of the Sumner Engine is its electro magneto for electrical ignition. The current is generated by a small magneto, which is geared from the main shaft at a higher rate of speed. Very slow turning of the fly-wheel generates sufficient current to produce the spark necessary to light the charge. The spark is emitted in a special ignition cavity away from oil and where the gas is richest, thus insuring regular and economical ignition. The condition of the contact point is always apparent and adjustment can be made from the outside while the engine is in motion. This igniting apparatus is claimed to be simple, reliable and durable.

In this engine each alternate out stroke of the piston proportions the quantity of the explosive mixture to load and the governor maintains a constant ratio of gasoline to air. The regularity of speed of this engine is said to be remarkable, the governor preventing it from jerking. The New Improved Sumner Engine is manufactured by The F. M. Watkins Co., Cincinnati, Ohio, and is made from 1½ to 30 horse power.

WEIGHING GRAIN AT DULUTH.

In the last annual report of J. G. McGrew, state weighmaster at Duluth, Minn., which shows that the department weighed grain amounting to 83,000,000 bushels in and 66,000,000 bushels out, he writes:

"In transacting such an immense volume of business there were naturally some complaints of shortages, both by the country shippers and the vesselmen, but with the constant watchfulness of experienced weighmen and the careful supervision of the scales by Mr. Berry, the state scale expert, about as little friction occurred as is possible in a work of such magnitude.

"The elevators here have all modern improvements for handling grain rapidly; the scales being large, weighing from 500 to 1,000 bushels at a draft, and there is much less liability for errors to occur than where the houses are old and the scales are small as at Buffalo, where most of the cargoes from this port are discharged. But, however sure I have felt of the correctness of our work here, every complaint, properly filed, has been taken up and all the circumstances connected with the weighing, and even the condition of the house where the weighing was done, have been carefully and thoroughly investigated, and in all cases where it has been found that errors have occurred here, the elevators have promptly made the shortages good.

"The principal cause of loss from cars from the country still continues to be neglected on the part of the railroad companies and shippers. The companies too often fail to provide grain doors, and the shippers do not take proper care in placing and securing those that are used. Temporary doors are in many cases too short, and a stream of grain is sometimes found running from cars on their arrival here. All such leaks are carefully noted, and these notations are made a part of our records to be used in the adjustment of claims for losses.

"We still continue to measure and record the depth of the grain in each car, and find our records to be of great assistance in arriving at a satisfactory settlement in cases where weights, on account of accidents, could not be taken, and where the shipper had nothing more definite than an estimate of the amount put into the car.

"In handling over 122,000 cars in the space of twelve months, as was done during this year, the work of adjusting all the claims that necessarily arise has become a difficult and arduous one, and if it were not for the thoroughness of the work as now systematized, it could not be done so as to be just to the parties interested, nor to the satisfaction of the department officer upon whom this duty devolves. I therefore wish to emphasize the necessity of a continuance of the civil service rules that have thus far obtained in the department, for the weighmen become more and more efficient with each additional year's experience."

BUFFALO ELEVATING RATES.

The Western Elevating Association of Buffalo has issued the following rates for elevating and storage: On all sound grain received on and after date until further notice, the charge for elevating, etc., and storage, will be as follows: For elevating, receiving, weighing, etc., per bushel, ⅝ of 1 cent; for storing each 10 days, or parts thereof, per bushel, ¼ cent.

All accrued elevating and storage on grain remaining in store on April 1, in each year, must be paid to that date, on or before 10 days after the opening of canal navigation following, under penalty of ½ cent per bushel additional storage, if not so paid on that date.

Above charge to be paid by the grain.

No grain will be received for transfer.

REDUCTION IN MISSOURI INSPECTION FEES.

In accordance with the action of the Missouri Railroad and Warehouse Commission the fees for inspecting grain were reduced April 1, and since then the inspection fee per car on grain going into and loaded out of public warehouses has been 30 instead of 40 cents. Inspection elsewhere than at public warehouses is charged for at the rate of 50 cents per car, an advance of 10 cents. Inspection out of elevators into barges is 45 cents per 1,000 bushels, and sacked grain ½ cent per sack.

The fee for weighing grain into and out of elevators is 20 cents per car; for weighing into barges, 30 cents per 1,000 bushels; for weighing sacked grain, lots of 200 or less sacks, 20 cents per lot; lots of more than 200 sacks, ⅛ of 1 cent per sack. No charge is made for weighing grain inspected at places other than public warehouses, provided such grain is unloaded into a public warehouse within five days from first inspection; after five days, 30 cents for inspection and 20 cents for weighing each car.

SOUTHWEST IOWA DEALERS MEET AT COUNCIL BLUFFS.

When the annual meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was called to order at Council Bluffs on the afternoon of March 23 about 60 members were present.

Some did not remain for the evening session, but a number of grain brokers and elevator men from Omaha attended.

In the afternoon after the reading of the annual reports of the retiring officers, the election of officers for the ensuing year was held, resulting as follows: President, D. Hunter, Hamburg, Iowa; Vice-president, E. H. Vanschiock, Elliott, Iowa; Secretary, G. A. Stibbens, Coburg, Iowa; Treasurer, J. B. Samuels, Riverton, Iowa. Executive committee, in addition to the President and Secretary: J. L. Gwynn, Imogene, Iowa; E. F. Rose, Coin, Iowa; J. B McKown, Hastings, Iowa; F. M. Campbell, Randolph, Iowa; J. Flunk, Blanchard, Iowa.

Secretary Stibbens, when asked if the Association was intending to take any action against the railroads to secure more equitable rates, stated that the members of the Association had no fight with the railroad companies and in support of this mentioned the fact that a large number of railway freight agents were present at the meeting by special request. He stated that he was aware that at the time the Northwestern Iowa Association had instituted suit against a number of the Iowa roads it had been reported that the Southwestern Association was preparing to do the same, but such was not the case.

UNCLE EZRA ON 'CHANGE.

I'd be'n readin' 'bout some fellers thet were dealin' in New York
In a brand of wheat called "futures" an' a "fancy" breed o' pork;
An' they bought it on the "margins" of a place they called "the pit."
So one day I traveled down there jes to take a look at it;
An' I said to Sary Ellen thet perhaps, fer all I knew,
I'd bring home some wheat to "seed" with an' a "fancy" pig er two.
Well, I hunted an' ast questions, an' had the blamedest chase.
An' I shore was disapp'inted when at last I found the place;
Fer they wa'n't no hogs a-runnin' in that lane they call "the street,"
An' you can't make bread ner flapjacks from that "future" brand o' wheat.

Why, they hain't no wheat about it, ner no pork, ez I c'u'd see—
Jes a lot o' dudes thet acted more like lunytics to me;
Fer they'd hol' their breath a minute, sorter waitin' an excuse;
Then they'd swing their arms an' holler like all bedlam hed broke loose.
An' I stood right there an' watched 'em fer about an hour er so,
An' I never saw no "margins" where that "future" wheat c'u'd grow;
An' they wa'n't no sort o' pastur's fer that "fancy" pork to "range,"
An' I didn't see no cattle herdin' round the Stock Exchange.
Ef you went there fer provisions you'd come short o' winter's meat,
An' you'd get no bread ner flapjacks from that "future" brand o' wheat.

So I went away disgusted—them maneuvers made me chafe—
An' the balance of the day I watched some fellers move a safe;
An' I bought a bag o' peanuts as I stood a-watchin' it,
An' the peddler give me by mistake a quarter countyfeit.
An' I tuk the train that evenin', an' I went back home, an' then
I announced to Sary Ellen thet I'd not go there again.
An' I told her 'bout "the street," an' 'bout them doin's in "the pit."
But I think I failed to mention 'bout that silver countyfeit.
An' she wondered how them city folks c'u'd get enough to eat
F'om that "fancy" breed o' pork an' that there "future" brand o' wheat.

—Albert Bigelow Paine, in The Century.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

ERECTING ELEVATOR.

Editor American Elevator and Grain Trade:—The farmers in the vicinity of Olivia are organizing a stock company, and will build a 25,000-bushel grain elevator early in the summer. They will handle all kinds of small grain. Dump scales will be used, and a gasoline engine will furnish power. It is expected that Hans E. Braum, formerly of the milling firm of Kubesh & Braum, will be the manager of the new company.

Yours truly, GRAIN DEALER.
Olivia, Minn.

WEEDING OUT IRREGULAR SHIPPERS.

Editor American Elevator and Grain Trade:—Our mutual friends, C. O. Matheny & Co., grain and commission merchants of this place, recently issued a circular reading as follows: "In submitting our bids for our own account, or for other parties, it is our intention to have them reach regular and responsible dealers only. We shall consider it a special favor if you will immediately post us if you find they are reaching others. We hope to have acceptances from you when you are selling, and our prices are in line."

This certainly shows a very commendable spirit on their part, and we think if other commission houses and track buyers would look into the list of parties to whom they are sending bids and circulars, they would find a number of irregular buyers. It will hurt the business of the commission houses if they do not have their lists carefully revised. Commission merchants should send their lists to the Secretary of the Illinois Grain Dealers' Association, if in Illinois, for the purpose of having them looked over, and to find out whether those to whom they are sending bids are satisfactory to the trade generally. Then they would have no occasion to give the usual excuse that they didn't know they were bidding to any but dealers in good standing.

Yours truly, E. R. ULRICH JR.
Springfield, Ill.

SUCCEEDED TO ELEVATOR BUSINESS.

Editor American Elevator and Grain Trade:—We have succeeded the firm of Marks, King & Co., warehousemen at this place. The partnership of the old firm expired December, 1896, and the present firm takes its place, operating the Canadian Pacific Elevator, which has a storage capacity of 350,000 bushels.

The terminal elevators are all full of grain, as are also the country elevators at important points in Manitoba. Farmers are holding a good deal of wheat in their own granaries and in elevators. Herewith find $1 for the "American Elevator and Grain Trade."

Yours truly, JOSEPH G. KING & CO.
Port Arthur, Ont.

IS IT PATENTED?

Editor American Elevator and Grain Trade:—M. F. Seeley is claiming of all elevator men a royalty of $50 for infringement on patent No. 288,371, issued to him on Nov. 23, 1883. This patent he claims covers hopper bottoms in bins. He also claims the arrangement in driveways under dump where there are two bins with a trap door, which closes one bin while you dump in the other, or you throw it over to other side and it closes the other bin, thus enabling the operator to take in two kinds of grain at the same time. He claims patent on "trap door." Can anyone give elevator owners any information so they will be prepared to decide the matter intelligently when he calls upon them to settle? Is this patent valid, and does it cover this device?

Respectfully,
ONE WHO HAS SETTLED.

A CORRECTION; BAGS AT SAN FRANCISCO.

Editor American Elevator and Grain Trade:—We take the liberty of correcting a statement which appeared in the interesting columns of the March "American Elevator and Grain Trade." You say that the California State Prison has on hand 3,000,000 grain bags which it is unable to sell at 1 cent each. Of course the price is absurd. Two months ago grain bags were selling at $4.65, and have steadily advanced, until they are all sold for as much as $5.40. The authorities are unable to fill orders for the demand. We trust that your error is traceable to the compositor only, but should you have been misinformed we offer this as a correction. The bag market is quite firm here, State Prison selling at the above price, and Calcuttas spot $5.25, June delivery $5.25, and July $5.12½.

Respectfully, W. G. LOWRY & CO.
San Francisco, Cal.

THE LANDLORD'S LIEN LAW AT THE DECATUR MEETING.

Editor American Elevator and Grain Trade:—I have read the report in the "American Elevator and Grain Trade of the last meeting of the Illinois Grain Dealers' Association at Decatur, and would call your attention to the remarks of Mr. Chambers with reference to the Landlord's Lien Law. He stated that they had attempted to get an amendment made to the law in Iowa to the effect that the landlord should give written notice to the grain dealer of a lien on crops, and that they failed in this. They secured an amendment, making the lien a document of record. I was in favor of the latter, as presented in the report of our committee. Mr. Chambers started out by saying that he was surprised that we turned it down. So was I, and I think a mistake was made, and I believe the majority of the members there saw the mistake after it was made. However, it is of no great importance now as to just what was said and done.

The dealers are waking up, and I think it would be a good thing for the Association to put a man on the road to explain the objects of the two associations, and also to solicit subscriptions for the "American Elevator and Grain Trade." There is nothing that would be of more benefit to dealers who are not members than to read the "American Elevator and Grain Trade." I am sure that after reading it carefully they will see the benefit of organization. If the solicitor cannot get a dealer to see the benefit of the Association at the time, by getting him to subscribe he will place matter in his hands that will induce him to ask for membership later on. I believe in this.

I have received several letters from parties who have heard of our next meeting, and are interested enough to write me. The Illinois Association will meet at Decatur, Ill., on June 8.

Yours very truly, B. S. TYLER.
Decatur, Ill.

SHOULD BE CAREFUL ABOUT SHIPPING CORN.

Editor American Elevator and Grain Trade:—In our opinion the corn shippers of the West cannot be too cautious in shipping out corn during the germinating period. There has been a great deal of dampness in the corn of the crop of 1896, caused by the mild, wet winter. A great deal of the corn was not properly cribbed or properly cared for by the farmers after it was cribbed. We think the country dealers who can hold up shipments during May and June will fare best. They can hedge with September sales, and by that time the corn will probably be thoroughly dry.

Yours truly, E. R. ULRICH & SON.
Springfield, Ill.

COMPENSATION FOR COUNTRY ELEVATOR MEN.

Editor American Elevator and Grain Trade:—We think the Grain Dealers' National Association is a good thing, and trust that it will not be abandoned. The prospects for a large membership in the Northwest are not as good as in Iowa, on account of there being so many line companies operating in North Dakota and Minnesota.

The rental proposition advanced by the Grain Dealers' National Association is one that we have not entertained much hope could be put through. It is such a departure from the accepted way of doing business, and presents so many obstacles in carrying it out, that it would be quite an innovation if the railroads adopted it at once. We recognize the injustice many of the grain dealers are placed under in being obliged to perform duties for the railroad company that should be done by a station agent, and at the same time being unable to get adequate compensation out of the grain on account of the extremely low prices and very strong competition.

YANKTON.

LICENSING PRIVATE ELEVATOR MEN.

Editor American Elevator and Grain Trade:—The license ordinances of Kansas City were recently revised so as to tax grain commission merchants $25 per annum, grain dealers $35, and elevators $50. This resulted in Kansas City suing the S. C. Lee Grain Co. The commission company was notified to pay its elevator license, and immediately sent a check for $25, intending it to apply on the elevator license for the first six months. The receipt sent by the collector was for the S. C. Lee Commission Co. for one year. The company accepted it, thinking that if the collector was satisfied it was.

But about ten days afterward the commission company was again asked to pay elevator license. The company then wrote, saying the $25 was intended to apply on the elevator license; but the tax collector wanted the company to pay either the commission merchant's or dealer's license, and on the company's refusal to do so brought suit. The suit was compromised upon the S. C. Lee Grain Co. agreeing to pay the elevator license, providing the company would be released from any further tax. It is said that had not this compromise been effected the commission company would have carried the suit to a higher court, knowing that as a matter of course the case would be decided against it in the police court.

I think it will be only a matter of time when this ordinance will be tested in our courts by the elevator owners. It seems an injustice to have to pay real estate tax and then pay a license for occupying the same property in a private way. The S. C. Lee

Grain Co. does not do a public business, merely handling grain for itself.

I would be pleased to read particulars regarding similar cases, if there have been any.

KANSAS CITY.

PUT IN APPARATUS TO DRY CORN.

Editor American Elevator and Grain Trade:—We have put in an apparatus for drying soft and wet corn, and it does good work. Our elevator has a capacity of 10,000 bushels, with two stands of elevators, one for wheat, barley and oats, the other for soft corn. The latter also takes corn and cobs from a No. 2 Victor Sheller, and carries it to the top of the elevator, where a No. 2 Cornwall Cleaner is located. On the working floor we have a No. 5 Barnard & Leas Warehouse Separator and a No. 2 Barnard's Oat Clipper and Warehouse Scourer. We have two wagon dumps. We are fully equipped, and do a general shelling and cleaning business in transit, the C., M. & St. P. R. R. Co. having made this a regular cleaning station. Our power is furnished by a 25-horse power center crank Frost Engine with a 45-horse power boiler.

We find the "American Elevator and Grain Trade" one of the indispensables. We couldn't carry on business without it.

Truly yours, JAHN BROS.

Manilla, Iowa.

INSPECTION FEES REDUCED AT BALTIMORE.

Editor American Elevator and Grain Trade:—The Board of Directors of the Baltimore Chamber of Commerce, at its regular meeting in March, fixes the rate for inspection of grain, hay and straw for the following year, and it endeavors to make the rate such as shall, in its judgment, about meet the expenses of the inspection department. The intention is to fix such rates as will prevent accumulation of any considerable surplus from receipts, and the directors consider a surplus of receipts of one year as applicable toward a reduction of charges the next. It is not the intention of our Exchange to make any money out of the inspection fees, but only to collect sufficient revenue to pay the expenses of the department. Up to and including March 8 our inspection charges were as follows: Inspection of car grain, 5 cents per 100 bushels; grain in schooners or barges, 5 cents per 100 bushels; outward inspection, for foreign shipment, 30 cents per 1,000 bushels. The inspection charges now in effect are reduced just one-half from the above rates. These new charges were adopted by our Board of Directors at a meeting held on March 8, and went into effect at once.

Yours respectfully,

CHAS. McDONALD JR.,

Baltimore, Md. Chief Inspector.

INTEREST GROWING IN ASSOCIATION WORK.

Editor American Elevator and Grain Trade:—The Grain Dealers' National Association has not met with the fullest success. Nothing like it should have done; but I believe there are many things to justify its growth, outside of the prominent issue which it is now making with the railroads. There were five members of the National Association present at a meeting of the directors of the Illinois Grain Dealers' Association in Decatur April 9, and I think five who were not members. The expression of good feeling for the National Association by those who were not members was as strong as that of the members themselves. A resolution was passed guaranteeing to the Grain Dealers' National Association a proportionate contribution for the purpose of carrying out the work which has been started with the railroads. I think this will have the effect of awakening an interest with other Associations all over the country; and I also believe that dealers in general throughout the country will be interested, when they receive the April issue of the "American Elevator and Grain Trade," to such an extent that the special subscription asked for by Secretary Chambers will be responded to liberally by the 400 who will receive his circular letter. The Association work in general is going to grow. The work is being done, although it is slow, and I can see a gradual growth and an interest awakening which is encouraging. I think it will be very evident at our June meeting.

There is one thing in the work that has troubled me more than anything else, and that is the difficulty of obtaining members and enlarging the membership. There are many dealers who are in full accord with everything that is being done by the Association, and who are managing and operating their business in accordance with the Association rules and regulations, and yet many of them are not willing to become members because of the small outlay of money necessary. Now, to my mind, one of the most important things to be done for the Association work is to impress upon members the importance of doing individual work. I wish some plan could be hit upon whereby each member who realizes the importance of associations could be persuaded to make it a daily work to think about it as much in proportion as about any other branch of his business, and each time dealers meet each other on any occasion, to talk over association work. If this state of interest and enthusiasm could be reached the success of associations would be a matter of natural growth, and with comparatively small cost.

Very truly yours, THEO. P. BAXTER.

Taylorville, Ill.

OFFER TO BUY MUST NOT BE ACCEPTED THROUGH SLOWER AGENCY.

Editor American Elevator and Grain Trade:—The case of Alexander & Hexter vs. the Novelty Mill Co., which involved a principle of some importance, was tried at the Seattle Superior Court recently, and resulted in judgment in favor of us, the defendants.

The facts in the case are as follows: On Oct. 20, 1896, we wired Alexander & Hexter: "Will take 5,000 bushels No. 1 Club, sacked, track Seattle. Prompt acceptance and shipment." We heard nothing from the telegram till the twenty-second. Alexander & Hexter claimed to have written us accepting our offer on receipt of our message, but the letter never came. In the meantime we had bought elsewhere, and refused to accept their wheat when it arrived. The consignment was sold at an alleged loss of $650, for the recovery of which suit was brought. At the time we bought the market was in a very excited condition.

We believed it to be an accepted fact, in the grain trade, at least, that an offer by wire must be accepted by wire during the business hours of the day on which the message is received. This was our defense, and it was held by the court, that in telegraphing an offer of purchase the telegraph company is, for that purpose, made the agent of the offerer, and the acceptance or rejection of the offer should be made through the same agency.

Yours very truly,

NOVELTY MILL CO.

Seattle, Wash.

INJURED BY MISREPRESENTATIONS OF FARMER'S FRIEND.

Editor American Elevator and Grain Trade:—It is surprising to me that Congress in its eagerness to protect the poor people from trusts and to compel competitors to annihilate one another does not enact laws to prohibit monopolists from declaring their monopolies to the sufferers. The "Farmer's Friend," who, I am told, made a dismal failure of the grain receiving business years ago, is now flooding the farmers of this district with all kinds of literature. He tries to convey the impression that he has a monopoly of honesty, and that the regular grain dealers are all thieves. He has often been an offender of the spirit of the libel law, but not of the letter of the law, or at least I have not detected it.

The misrepresentation is so unfair that it seems to me it is time regular dealers joined hands and induced some of the farmers who have been imposed upon to enter complaint to get the impostor expelled from the Board of Trade. Many of the farmers are dissatisfied, and not without good cause. I do not know that the "Farmer's Friend" has succeeded in inducing the farmers of any district to continue shipping grain to him for any length of time, but I do know that his dishonest literature has done much injury to honest dealers, and aroused suspicion where there was no grounds for it. A sower of dissatisfaction, a breeder of discontent, he and his like do the farmers no good, but do do much harm to the regular grain dealers. One successful suit against him by a cheated farmer would suffice to stop his misrepresentation and to limit his field of operation.

In a recent number of the Chicago Commercial Journal he stated:

What would people say if, in driving along country roads in summer, they should see a farmer attempting to harvest with one of those old hand-rake reapers, such as were used 25 years ago? They would be apt to remark that the man had better quit farming, or make an effort to catch up with the times. If we look ahead five or ten years we may see a parallel case. At 90 out of every 100 good grain shipping points there will be seen groups of farmers with their own scales and dumps, and, perhaps, a little "union" elevator for loading cars.

The farmers have learned modern ways, and are putting their grain on the Chicago market direct through the "Farmer Commission House." It has become an old story with them, they laugh at the thought of driving to the station and selling a wagon load at a time for some "shipper to market in Chicago and get a rake off." In this condition of things the middleman will be as forgotten, and out of date as the old reaper referred to above. For years after the modern harvesters and self-binders came out only a few farmers used them. Why? Expense was one barrier, brains was another. Not every farmer could run the new machines. In the modern plan of direct marketing there is no "cost," no "expense," no excuse that the farmer cannot "afford" it. It is all the other way, it is profit from the hour the first car is loaded, and the door sealed for the Chicago market.

I would like to see something done to protect the trade from this man's misrepresentations.

H. C. CHASE.

WHEAT SUPPLIES.

Editor American Elevator and Grain Trade:—The government report issued on March 10 shows supplies of wheat in farmers' hands in the United States to be 88,000,000 bushels. Only once before in this generation have the supplies of wheat in farmers' hands on March 1 been reported as under 100,000,000 bushels. Many persons well posted in the wheat trade consider the government estimate as too low, but such persons being usually in favor of lower prices, are usually inclined to overrate the production as much as the government report may underrate it. I see no reason why the government estimate should not be as reliable as any estimate which can be got at. The scarcity of wheat for milling purposes, and the high premium ruling on cash wheat in all the eastern and central portions of the United States would go to confirm the government report as to those localities, at least, and the report is certainly quite liberal in its estimate of supplies here in the Northwest.

Allowing, for the sake of argument, that the government estimate is about 16 per cent. too low, and that the supplies in farmers' hands on March 1 were as much as 100,000,000 bushels, we would have the following figures for supply and demand to base calculations on April 1 for the coming four months, in which we have to get along with old wheat:

	Bushels.
Amount in first hands April 1, 1897.....	90,000,000
Amount in the official visible April 1, 1897.	38,000,000
Amount in private elevators.....	10,000,000
Other supplies.....	12,000,000
Total supplies April 1, 1897.....	150,000,000
Amount for home consumption April to July 31	103,000,000
Amount for spring seeding.....	18,000,000
Exports to July 31 (1,500,000 per week)..	26,000,000
Total supplies required	147,000,000

On this basis we have left but 3,000,000 bushels for the visible supply and all invisible supplies the last of next July, of old wheat. There will, of course, be several million bushels of new wheat come into sight during the month of July, but it must be remembered that no wheat grown in the United States this year will be in condition for milling before the 1st of August, as wheat must first pass through the sweating period, which takes 30 to 40 days, before it can be ground into flour satisfactorily.

It certainly does not seem possible that supplies can be reduced to the low point they seem certain to be reduced to next July without causing a much

more liberal price for cash wheat than is now being paid for spring wheat in the trade centers and country purchasing points. It would seem much more probable that the price would have to advance at least 10 or 20 cents per bushel before next July before the last 50,000,000 bushels of supplies could be obtained by those wishing to buy, and it would seem much more possible that sixty or ninety days from now the supplies would be so inadequate to the absolute demand that cash wheat would be selling for a higher price than it has sold for many years back.

CHAS. L. HYDE.

Pierre, S. D.

KANSAS ASSOCIATION DOING GOOD WORK.

Editor American Elevator and Grain Trade:—The directors of the Grain Dealers' Association of Kansas met in Valley Falls April 5 to transact some Association business, and decided to hold a meeting of the Association in Topeka on April 26, when I hope we will have a large attendance.

I think the dealers are opening their eyes to the fact that it is just as essential for the country grain dealers to organize and have honest rules to govern their business as it is for business men of the large cities to form Boards of Trade which govern them, and the country dealer as well. We have been obliged to submit to arbitrations, which are nothing but big jokes on the country dealers or be blacklisted. Our Association intends to institute a blacklist, as you suggested in the March issue, and when we find men who do not want to treat us right we will black-list them. In cases of arbitration we want some of our men on the board, and to have a fair trial.

I think through our Association we are going to be able to accomplish a great many things that could never be done single-handed. In fact, our Association has already made some improvements. Every member of our Association should join the Grain Dealers' National Association, which can take up and carry through matters where we are obliged to leave off.

Respectfully yours,

N. B. HIEATT, President.

Willis, Kan.

THE NATIONAL ASSOCIATION AND ITS WORK.

Editor American Elevator and Grain Trade:—I have addressed a circular letter to the members of the Grain Dealers' National Association, and all grain dealers who have money invested in property on railroad tracks to handle grain, from which I take the following:

For the last ten years the business of the grain dealer, who had money invested in the grain business, has been gradually growing worse. He has as much grain to handle, but a change from a good margin and a protection to his investment by the railroads down to the present condition of no margin and no protection in his investment, has occurred —a change that he has not been able to overcome, and a result that is hard to contend against.

Some of the enterprising dealers commenced to organize local associations to see if they could not better the condition of the trade. To some extent this met with good results, but they are only of a local character. Last fall there arose a demand to organize on a larger scale, and to work in more of a body and to one common end. As a result you have the Grain Dealers' National Association. After it was organized the condition of the grain trade was discussed in detail, and a remedy was sought that would bring to the trade the best results. After looking over the matter it was decided that the only permanent remedy that could ever be applied to the conditions would be to secure some method that would give to the investor in elevators and large warehouses some protection in his business. Different plans were talked of, until at last it was decided that the only feasable plan would be to get the railroads to make some arrangement with the regular dealers, that would be legal, and that would place them on an equality with the man who had nothing invested, whereby they would pay them for the service of furnishing depot facilities.

So to this end the directors appointed a committee of some 15 men, composed of the most prominent grain men of the West, to see what could be done on this line. They took hold of the work willingly, and for four months have given their time to meeting with the highest officials of the railroads and laying this matter before them. They have met with success. The railroad men concede the fact that the elevator men are at a disadvantage, and that if it can be done something ought to be done that will protect them. Different methods were discussed, but the only feasible one seemed to be, for the railroads to make some arrangement with the elevators owners or operators whereby the railroads would pay to said parties compensation for the work of receiving, weighing and loading grain on cars, and furnishing depot facilities for this class of freight. As a result of the committee's work, on March 9 it made the following proposition to the roads composing the Western Freight Association at that time:

PROPOSITION SUBMITTED TO THE MEMBERS OF THE WESTERN FREIGHT ASSOCIATION, THROUGH ITS RATE COMMITTEE, AT CHICAGO, MARCH 9, 1897, BY THE GRAIN DEALERS' NATIONAL ASSOCIATION.

The railway companies, at their stations, do furnish facilities for the proper loading of frieght, such as depots, stock yards and other facilities.

That it is their charter privilege to provide such facilities, by ownership, lease, or contract for service rendered.

That they now have no facilities for the receiving, weighing and loading of bulk grain; that it would be legitimate to furnish these facilities, or to contract with some individual, firm, or corporation to render this service to the railroad companies; by furnishing such facilities and performing the work necessary to fulfill their contract.

Therefore, the following proposition is submitted:

The members of the Associated Grain Dealers in your territory, operators of elevators and warehouses, already erected on your tracks, will agree for a compensation of two (2) cents per one hundred (100) pounds, to weigh, receive, and load into cars tendered for loading any grain offered for transportation over your lines, either by the member himself, or anyone else who tenders bulk grain in carload lots.

As a guarantee that we only ask this contract with you, as a protection as against unjust competition, and not for our own benefit, we will agree in addition to the above, that when grain is tendered for sale, in determining the price that we shall pay for the same, we shall consider the grade of the grain offered, add to the price of such grain the amount of compensation received (the price figured on track at station under your regular tariff, with terminal expenses added), and then deduct for expense, interest, and risk and profit, the following margins: One and one-half cents on corn and oats, two cents on rye and three cents on wheat, per bushel. The amount thus determined to be the price we will offer for such grain.

This arrangement will have this effect: It will give the regular, legitimate grain dealers protection for the investment made, and for the service rendered. He is now, and would continue to strive to maintain a steady and regular market, and to collect this class of freight, which produces the greater share of your gross earnings for you. Also, it would give to the farmer the amount of the consideration which is given, two cents per 100 pounds.

It is further agreed to furnish a reasonable bond to you for the proper handling of grain tendered for loading by other parties than the members.

We state in support of this that the proposition would give the following results: Would add stability and uniformity to grain rates. Bring a larger revenue to the railroads than under the present methods. That it would be better to pay this compensation to the original collector of this freight than to transfer and terminal houses and elevators. That it will preserve on your tracks in good condition, elevators and warehouses, which under the present circumstances are gradually depreciating.

Also, it would be an inducement for grain dealers to erect new houses on new roads which have been built in last few years, but which will not be done under the present conditions. That there is a moral obligation resting on the railroads to give the elevator man's investment and service a protection. That you will gain the good will, influence and support of the grain dealers by favorable action.

This proposition is legal in every respect, as it does not take into consideration the question of rates, it being a means of securing by the common carriers a better method for the handling of tonnage of this character, and would enter into railway operating accounts as an item of expense.

In presenting this it is not to be construed as a method to reduce existing rates. If this proposition, as made, is accepted and put into effect, it will result in uniform and just prices being paid to producers, and harmonious action among dealers, and the removal of existing conflictions the tendency of which is to demoralize prices and rates, by involving the railroads. It will insure to the railroads and to the grain dealers a fair share of the business for each.

Also it will remove the necessity of railroads encouraging large quantities of corn to be cribbed on their lines, which is moved out at stated times on a low rates basis and at the inconvenience of the railroads. Again it will make an even movement of grain, thus reducing the operating expense of the roads to a minimum on the grain traffic. The compensation asked for is the actual cost for a maintaining and operating the average elevator and warehouse for a term of years.

Respectfully submitted by Transportation Committee of Associations.

W. H. CHAMBERS,
Secretary Grain Dealers' National Association.
Des Moines, Iowa.

Immediately after the making of this proposition the Western Freight Association disbanded, and the committee was left to securing answers from the roads individually. It has received answers from four of five of the leading roads, all of whom recognize the condition of the investor in grain buildings, and make a statement that if it is legal they are favorable to instituting it or something similar on their lines of tracks. The answer of one of the roads covers the ground so well that I give it:

"We are not willing to proceed any further in this matter unless you will furnish us with an opinion from the Interstate Commerce Commission, or some judge or attorney of some United States court. Should this opinion be favorable to your proposition we will be glad to take the matter up anew, otherwise we must consider the matter as disposed of."

So by the above you will see that we have received all that we could ask for. We surely could not expect them to do something which is unlawful, nor should we expect them to try something unless we can show them that it is right and legal in all respects, as it is the dealers who are asking for the accommodation.

As the aim of much legislation seems to have been to prevent the protection of this class of investments, it is only reasonable that its legality should be established by us.

We are led to believe from reliable sources that our proposition is legal in every respect, and the requirement placed on its acceptance by the railroads can be complied with. It now devolves on the dealers, who have this class of investments to say whether they will proceed with the work or not.

The committee which has had the work in hand are all men whose time is valuable. They, without an exception, gave their time to this work, free. For awhile the Association paid the expenses of traveling and hotel bills, but some two months ago money run out, still the committee kept on with work, the members paying their own expenses, believing that the dealers would be prompt in coming to their aid and reimbursing them. But in this they have failed, and now they have come to the point that they cannot proceed any further unless the dealers will at once come to their support.

It will require a good sum of money to carry the work to completion. A small amount of $10 from one-fourth of the dealers in Illinois, Iowa, Indiana, Nebraska, Kansas and Missouri and Ohio would make a fund that would enable this Association to go to the highest place in the land and present the case in such a manner that some recognition of their property rights would be made. But out of all of this territory there has been 119 men, firms and corporations responded to the call for support.

If this matter could be carried through, the shipment of the two first cars under the proposition would repay every dealer for the expense. No dealer can afford to let the work be lost for the want of his support. It can be said truthfully that in 80 per cent. of the cases dealers are standing at their scales and giving that much away every day on account of some man with $5 invested in a scoop-shovel, and still they will not take one day's gift and invest it in a work that will relieve them from this unjust condition.

As Secretary, I would state that there has been received from all sources up to date, $1,160.38, and that there has been expended $1,178.37, leaving a deficit which I have put up of $17.99. Also that of the funds of the Association there was lost in the failure of the German Savings Bank of Des Moines

a deposit made for its account of $192.23, but which I have reimbursed the Association for, leaving me, as Secretary, $210.22 loser, but with an offset of the claim against the defunct bank. The members of the committee have paid their own expenses for four trips to Chicago, and have not received pay for it. That, as a result of their labors, they have done more for the trade than has been accomplished in any time in the past, and are entitled to recompense for their expenses. Still they have not complained, and do not regret the work that they have done, but with the work that is ahead of them they are not willing to go ahead and sustain the expense of securing the opinion required, if the dealers are not going to respond, when the work is of such moment to all.

So it has been decided to make this statement of the case, showing what has been done and what can be done with the coöperation of regular dealers, and ask you if they are willing to let the work be lost, or will they take advantage of the conditions and give it support.

It is feared that if we allow the work to go back that never in the future will any one set of men be found who will be willing to undertake it again, for the result will be the same as it has been in this. Also if this Association is allowed to become extinct, which it will if dealers do not respond, that it will never be possible again to make a presentation to any body of railroad people and receive a response, for they would feel that it would be with the same result as this, and they would be justified in thinking that it would not amount to much.

Since the organization of the Association the above work is not all that has been done. It has taken up the matter of weights and inspection in the state of Missouri, and will secure for the trade a better condition of affairs than has existed in that state for some time, having met with the ready coöperation of the state board. It has settled a good many cases for its members that would never have been settled. It has instituted a system of car tagging that, as one member said: "It has saved me $1,000 already." It has accomplished numbers of small matters for the trade, that while of benefit to you, still you may not know where the return comes in. It is being able every day to do more than the day before, for the reason that it comes in touch with more people, and more people respect it. With a membership of 1,000 dealers it can do worlds of good for the trade.

What will the regular dealers do?

If they desire any further information they should write to me immediately.

W. H. CHAMBERS, Secretary.

Des Moines, Iowa.

MISSOURI BILL AGAINST MIXING GRAIN.

A bill was introduced in the Missouri Legislature some time ago to prohibit the mixing of grain and providing a penalty for its violation. We were informed that it had been passed by one house and would be passed by the other.

The bill, which is entitled, An act prohibiting the mixing of grain and providing penalty for its violation, provides as follows:

Section 1. On and after the taking effect of this act, it shall be unlawful for any person or persons whomsoever in this state to mix for sale any variety of grains of different grades, before or after such grades shall have been established by state inspection.

Sec. 2. Any person or persons violating the provisions of Section 1 of this act shall be deemed guilty of a misdemeanor, and, upon conviction, shall be punished by a fine of one hundred and fifty dollars and costs of suit, including a reasonable attorney's fee, to be determined by the court, for each and every such offense; said fine to be recovered in any court of competent jurisdiction, by any prosecuting or circuit attorney, in any county or city in this state where such offense may have been committed, on information furnished by any party interested.

Sec. 3. The provisions of Sections 1 and 2 of this act shall apply to corporations.

There were nearly 100 "bucket shops" in Chicago one year ago. The number has been reduced to 18, and a further diminution may be looked for.

SEED EXPORTS AND IMPORTS.

According to the last report of the Bureau of Statistics seeds valued at $347,611 were exported in February, against an amount valued at $189,666 exported in February preceding; and during the eight months ending with February, seeds valued at $5,019,557, were exported, against an amount valued at $1,064,989 exported during the corresponding months ending with February preceding.

Clover seed amounting to 1,989,991 pounds, valued at $142,667, were exported during February, against 878,513 pounds, valued at $67,634 in February preceding; and during the eight months ending with February 10, 754,041 pounds, valued at $814,236, were exported, against 3,722,806 pounds, valued at $296,027, exported during the corresponding months ending with February preceding.

Cotton seed, aggregating 8,227,230 pounds, valued at $50,412 was exported in February, against 1,906,708 pounds, valued at $13,032 in February preceding; and during the eight months ending with February 28,035,892 pounds, valued at $183,122, were exported, against 15,771,923 pounds, valued at $98,388, exported during the same months ending with February preceding.

Flaxseed aggregating 96,030 bushels, valued at $78,220, was exported during February, against 2 bushels in February preceding; and during the eight months ending with February, 4,074,637 bushels, valued at $3,310,239, were exported, against 28,966 bushels, valued at $31,509, exported during the eight months ending February preceding.

Timothy amounting to 1,452,299 pounds, valued at $48,237, was exported during February, against 1,637,757 pounds, valued at $72,728 in February preceding; and during the eight months ending with February 9,830,829 pounds, valued at $353,794, were exported, against 6,933,563 pounds, valued at $321,971, exported during the eight months ending with February preceding.

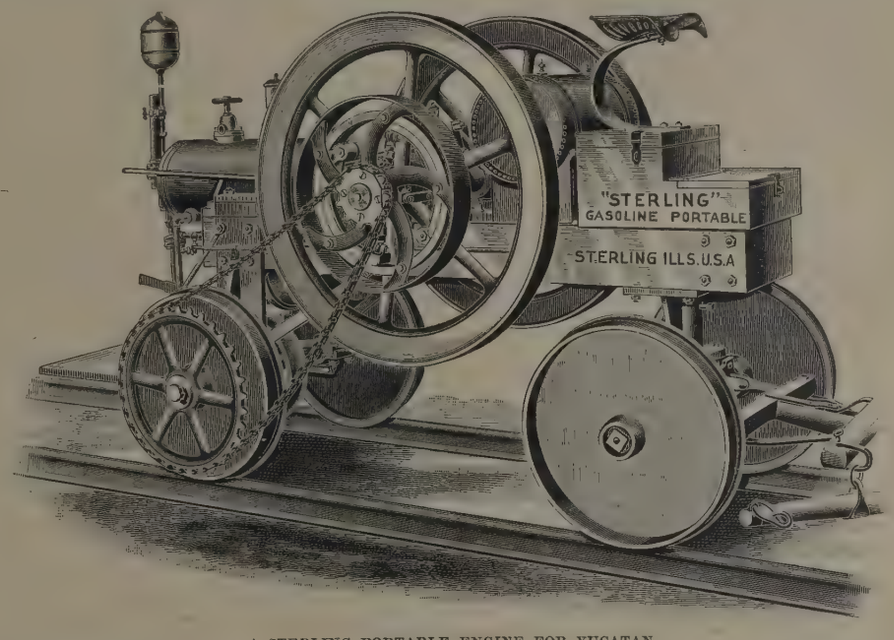
Other seeds, valued at $28,075, were exported in February, against an amount valued at $36,267, in February preceding; and during the eight months ending with February, seeds valued at $358,166 were exported, against an amount valued at $317,094, during the eight months ending with February preceding.

Flaxseed imported in February amounted to 4,061 bushels, valued at $4,368, against 8,005 bushels, valued at $9,899, in February preceding; and during the eight months ending with February 60,489 bushels, valued at $60,116, were imported, against 699,605 bushels, valued at $752,960, imported during the eight months ending with February preceding.

Other seeds, imported free of duty, were valued at $76,625, for February, against an amount valued at $105,215, in February preceding; and during the eight months ending with February other seeds valued at $571,995 were imported, against an amount valued at $847,907 during the eight months ending with February preceding. Other dutiable seeds imported in February were valued at $64,063, against an amount valued at $57,750, in February preceding; and during the eight months ending with February the importations were valued at $383,280, against an amount valued at $514,548, imported during the corresponding months ending with February preceding.

STERLING PORTABLE ENGINE.

We illustrate herewith a new Semi-Traction Engine manufactured by the Charter Gas Engine Company of Sterling, Ill., for a Yucatan customer. It is self-propelling in one direction only, and is designed for use upon a track. The flange of the wheel is made very low, however, and will not cut very far into the road if the engine is used off of the track. The engine is fitted with a tongue and facilities for being hauled by a team the same as the company's regular portable engine. The engine is of neat design, and is of best workmanship throughout.



A STERLING PORTABLE ENGINE FOR YUCATAN.

RICE IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics rice aggregating 101,825,348 pounds, valued at $1,788,276, was imported during the eight months ending with February, against 95,750,366 pounds, valued at $1,434,953, during the eight months ending with February, 1896. The amounts imported during the eight months ending with February compared with amounts imported during the eight months ending with February, 1896, were: Dutiable rice, 60,154,279 pounds, against 44,509,173 pounds; free under treaty with Hawaiian Islands, 4,455,600 pounds, against 3,239,500 pounds; flour, meal, etc., 37,215,469 pounds, against 48,001,693 pounds.

Of imported rice we exported 7,029,609 pounds, valued at $112,581, during the eight months ending with February, against 9,731,237 pounds, valued at $145,299, during the corresponding months ending with February, 1896. Of this amount 7,016,659 pounds, exported during the eight months ending with February, against 9,731,237 pounds exported during the eight months ending with February, 1896, were dutiable, and 12,950 pounds exported during the eight months ending with February were imported free, under treaty with Hawaiian Islands.

The Joint Traffic Association has given the Grand Trunk permission to meet whatever terminal and elevator charges the Canadian Pacific may be making at Montreal.

The Excelsior Brewing Co. of Victoria, B. C., has been dissolved.

The Maumee Brewing Co. of Toledo, Ohio, will erect a brick brewery.

The Canton Brewing Co.'s new brewery at Canton, Ohio, has been completed.

It is reported that a large brewery is to be erected at South Milwaukee, Wis.

A brewery is to be erected at Fresno, Cal., this spring by Eastern capitalists.

The Melrose Brewing Co. has succeeded J. M. Hemmisch at Melrose, Minn.

The W. Schellhaus Brewing Co. of Winona, Minn., recently sustained a loss by fire.

The old Turck Brewery at Syracuse, N. Y., was recently sold by sheriff for $500.

Chas. Holten & Co. are erecting a brewery, to cost $15,000, at Revelstoke, B. C.

Reichards & Weaver's brewery at Wilkesbarre, Pa., is being increased in capacity.

The Electric City Malting and Brewing Co.'s plant at Niagara Falls, N. Y., has been sold.

The Home Brewing Co. has succeeded the Peter Stumpf Brewing Co. at Richmond, Va.

The West End Brewing Co. has been incorporated to succeed C. M. Cole, brewer, of Erie, Pa.

Additions will be made to the Donohue-Tierney-Isengart Brewing Co.'s plant at Troy, N. Y.

John Krauss of St. Louis, Mo., well known as a brewer, died recently, aged sixty-four years.

The Chester Brewing Co. has been organized to succeed John Frostburg of South Chester, Pa.

The Hibernia Brewing Company contemplates the erection of a $150,000 brewery at Wilmington, Del.

The T. M. Norton Brewing Co. of Anderson, Ind., will erect an addition to its brewery to cost $16,000.

Phillip Vischer has commenced work on his new brewery at Braddock, Pa., which is to cost $10,000.

Charles Banker, brewer of Globe, Ariz., lost his brewery by fire recently. He carried no insurance.

An addition to cost $30,000 will be built to the Prospect Brewing Co.'s brewery at Philadelphia, Pa.

Alvin Schmidt's brewery at Colfax, Wash., which was recently destroyed by fire, will probably be rebuilt.

An addition is being erected to the ale department of the Highland Brewing Co.'s plant at Springfield, Mass.

The E. Tossetti Brewing Co. of Chicago will erect a one-story addition to its brewery, which will cost $8,000.

The Wyoming Valley Brewing Co. has been incorporated at Kingston, Pa., by J. O'Malley and others.

Otto Hardke and Ernst Karow of Bethany, Minn., have leased and will operate Otto Vill's brewery at Rolling Stone.

The Upper Peninsula Brewing Co. of Marquette, Mich., has been reorganized as a stock company with a capital of $100,000.

E. F. Burke of Springfield, Mo., and others are organizing a company to establish a brewery at Jefferson City to cost $75,000.

Robert Tischner & Co.'s brewery at Davenport, Wash., has been sold, the partnership of Robert Tischner and J. Shuttheis having been dissolved.

The Strathroy Brewing and Malting Co. has been incorporated at Strathroy, Ont., with a capital stock of $11,000, by Wm. O'Dwyer, J. D. Broode, and others.

The Colonial Brewery belonging to the Bavarian Star Brewing Co., New York, N. Y., has been purchased by John E. Searles and others forming the reorganization committee. It is being operated by a company called The Colonial Brewery, which has been incorporated with a capital stock of $1,200,000. The Bavarian Star Brewing Co. has been dissolved.

The Medford Brewing Co. has been incorporated at Medford, Ore., with a capital stock of $15,000. The company will operate G. W. Bashford's brewery.

The Saratoga Brewing Co. is now operating the Werner Brewery at Mechanicsville, N. Y., which it purchased some time ago and improved and remodeled.

The Leisy Brewing Company of Peoria, Ill., is doubling the capacity of its plant at an expense of $14,000. When completed the output will be 300 barrels per day.

Part of the plant of S. Liebmann's Sons Brewing Co. at Brooklyn, N. Y., was destroyed by fire March 13, causing a loss of $60,000. It was partially covered by insurance.

H. R. Rex of Canton, Ohio, has bought George Dilger's brewery at Louisville, Ohio, and has organized the Kropf Ale Co. to operate the plant. Necessary alterations will be made.

The C. & J. Michael Brewing Co.'s plant at La Crosse, Wis., was damaged by fire to the extent of $5,000 on March 30, the origin of the fire being unknown. The loss was covered by insurance.

The cupola of the Manning malt house at Buffalo, N. Y., was burned recently, the fire catching from an adjacent elevator which was destroyed. The fire went no further than the cupola, but considerable grain is said to have been damaged by water.

Barley malt aggregating 1,200 bushels was imported during February, according to the last report of the Bureau of Statistics, against 399 bushels in February preceding; and during the eight months ending with February 9,299 bushels, valued at $7,662, were imported, against 3,144 bushels, valued at $2,831, imported during the corresponding months ending with February preceding.

The Philadelphia breweries have been consolidated under one management with the title of the Consumers' Brewing C. Included in the company are the Excelsior Brewing Co., John Roehm, Welde & Thomas Brewing Co., John C. Miller Brewing Co., the Mutual Brewing Co., and Spaeth, Krutter & Hess. The capital of the new company consists of $1,700,000 6 per cent. first mortgage bonds; $1,900,000 8 per cent. preferred shares, and $1,900,000 ordinary shares.

The Montreal Trade Bulletin of April 9 says: The market for malting barley is completely demoralized, sales of No. 1 having been made as low as 36½ cents, but it is said that these transactions are not a fair criterion of values, as in one case it was looked upon as a forced sale. But be this as it may, it affects prices all the same, and some holders who are not obliged to sell, say that values cannot keep at this low level long, and they will therefore simply hold on till the market improves. A year ago No. 1 malting barley sold in this market at 50 to 51½ cents. Present low prices, of course, are favorable to brewers.

Wm. H. Prinz of Chicago recently obtained a patent on a malt turning machine of his invention. The patent is numbered 579,771, and was filed Aug. 19, 1895. The machine consists of a carriage provided with suitable running gear, gearing between said running gear, and a source of power mounted upon the carriage for moving the carriage back and forth, and for imparting a variable speed thereto, a plurality of malt-turning screws mounted upon the carriage, and gearing between said malt-turning screws for raising and lowering the same and for turning the same in opposite directions as they are being raised and lowered.

Hon. Frank Jones, of the Frank Jones Brewing Co., Portsmouth, N. H., has sent to Aroostook County, Maine, several carloads of selected seed barley, and a large acreage of this grain will be planted in northern Aroostook this year. The grain will be used wholly in the Portsmouth breweries. The experiment will be under the personal direction of the Secretary of the State Board of Agriculture. Mr. Jones and other brewers have been importing barley from Canada, it having been found that southern New England would not produce the quality demanded. Experts say that the soil of the Aroostook region is well adapted for fine white barley.

The Fond du Lac Malt & Grain Co. of Fond du Lac, Wis., suffered a loss of several thousand dollars to its buildings March 20 caused by the breaking of an ice gorge. The company may sue the railroad, whose bridge it is claimed caused the ice gorge.

Late Patents

Issued on March 9, 1897.

Explosive Engine.—Jesse Walrath, Racine, Wis.—No. 578,377. Serial No. 574,418. Filed Jan. 6, 1896.

Baling Press.—Simon B. Minnich, Landisville, Pa., assignor to Mary C. Minnich, same place. No. 578,702. Serial No. 553,514. Filed June 21, 1895.

Issued on March 16, 1897.

Baling Press.—Melvin E. Brown, Newman, Ill.—No. 578,857. Serial No. 552,127. Filed June 8, 1895.

Issued on March 23, 1897.

Automatic Grain Weighing Machine.—Harry W. Mosher, Geneva, Neb. No. 279,240. Serial No. 592,006. Filed May 18, 1896.

Fanning Mill.—John S. Constant, Burlington, Ohio. No. 579,258. Serial No. 585,830. Filed Jan. 20, 1894. Renewed April 1, 1896.

Gas Engine.—Léon Bénier, Paris, France, assignor to the Compagnie Générale des Moteurs Gazogenes Systeme Benier, same place. No. 579,378. Serial No. 500,513. Filed Feb. 17, 1894. Patented in France Dec. 29, 1893, No. 235,146; in Belgium Jan. 19, 1894, No. 108,139; in Switzerland Jan. 22, 1894, No. 7,897; in England Jan. 24, 1894, No. 1,581; in Germany Jan. 28, 1894, No. 77,835; in Hungary Feb. 18, 1894, No. 42; in Spain Feb. 26, 1894, No. 15,400; in Austria March 1, 1894, No. 221; in Italy March 30, 1894, No. 35,623; in Portugal Nov. 28, 1894, No. 2,043; in Luxemburg May 18, 1895, No. 2,309; in Tunis May 26, 1895, No. 152, and in Turkey Sept. 27, 1895, No. 465.

Lubricating Device for Conveyors.—Jas. M. Dodge, Philadelphia, Pa., assignor to the Link-Belt Engineering Co., same place. No. 579,385. Serial No. 601,201. Filed July 31, 1896.

Drying Kiln.—L. Klippert, Stettin, Germany. No. 579,398.

Gas Motor.—E. W. Blum, Cincinnati, Ohio, assignor of one-half to John H. Strieker, Anderson, Ind. No. 579,554. Serial No. 573,306. Filed Dec. 26, 1895.

Issued on March 30, 1897.

Hot Air Engine.—Paul Roediger, Philadelphia, Pa. No. 579,654. Serial No. 613,662. Filed Nov. 27, 1896.

Hot Air Engine.—Chas. A. Anderson and Erick A. Ericksson, Chicago, Ill. No. 579,670. Serial No. 591,018. Filed May 11, 1896.

Gas Engine.—Peter T. Coffield, Dayton, Ohio, assignor to W. P. Callahan & Co., same place. No 579,789. Serial No. 612,210. Filed Nov. 16, 1896.

Separator.—Elmer E. Ditch, Ashland, Ohio. No. 579,793. Serial No. 608,610. Filed Oct. 12, 1896.

Gas Engine.—Oliver Colborne, Chicago, Ill. No. 579,860. Serial No. 573,040. Filed Dec. 23, 1895.

Method and Apparatus for Hulling Grain.—Roger Danvin and Raymond Gibory, Paris, France. No. 579,862. Serial No. 541,479. Filed March 12, 1895. Patented in France Nov. 6, 1894, No. 242,650; in Germany Jan. 23, 1895, No. 84,699; in Austria Jan. 25, 1895, No. 45|2,320; in Hungary Feb. 3, 1895, No. 2,170; in Spain Feb. 20, 1895, No. 17,035; in Switzerland Feb. 20, 1895, No. 9,988, and in England Feb. 23, 1895, No. 3,953.

Baling Press.—Wm. A. Ross, Hico, Texas. No. 579,897. Serial No. 584,179. Filed March 20, 1896.

Igniting Apparatus for Internal Combustion Engines.—Geo. L. Woodworth, Stanford University, Cal. No. 579,921. Serial No. 591,313. Filed May 12, 1896.

Issued on April 6, 1897.

Attachment for Clover Hullers.—Hoxey E. Moon and J. W. Harrison, Cartersburg, Ind. No. 579,997. Serial No. 603,818. Filed Aug. 24, 1896.

Gas or Gasoline Engine.—Jas. G. Lewis, Baltimore, Md., assignor by direct and mesne assignments to the Lewis Gas Motor Co. of Baltimore, Md. No. 580,090. Serial No. 557,471. Filed July 29, 1895.

Gas or Other Explosive Engine.—Mildred Blakey, Pittsburg, Pa. No. 580,172. Serial No. 598,637. Filed July 10, 1896.

DESIGNS.

[Issued since our last publication.]

Gas Engine Frame.—Robert Temple, Denver, Colo. No. 26,846. Serial No. 620,834. Filed Jan. 26, 1897. Design for a gas engine frame.

QUERIES AND REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 18. Iron Elevators in Central Indiana.

Does anyone know of any iron elevators at country points in Central Indiana? If so we would like to hear of them. Our elevator was destroyed by fire March 24.—A. B. COHEE & CO., Bringhurst, Ind.

No. 19. Can Private Elevators Be Charged License Fee?

We would like information regarding any cases tried in any courts where a company making a business of receiving and shipping its own grain at its own private elevators, has been compelled to pay a license as private elevator men. A case was recently tried in a lower court at Kansas City resulting from a grain commission company refusing to pay licenses for three lines of business, but a compromise was agreed upon.—KAW.

Trade Notes

It is now possible for American inventors to obtain a patent on their inventions in Japan.

The Gas Engine & Bicycle Supply Co. of Chicago, Ill., has been licensed to incorporate with a capital stock of $10,000.

C. M. Willingham has purchased all the interests of the Chickamauga Hay Press Co. at Chattanooga, Tenn., where he has commenced the manufacture of hay presses.

The Guaranty Construction Company of Chicago, Ill., has announced that the name of the corporation was legally changed on April 2 to the Moulton-Starrett Company.

A copyright has been granted to Joel Huntington of Whiteland, Ind., on a grain table, which shows the value of all kinds of grain from 1 to 1,000,000 pounds at any price per bushel.

The Keystone Gas Engine Co. of Beaver Falls, Pa., is making arrangements to erect new works to include machine shops and foundry. Power will be furnished by two 10-horse power gas engines.

P. F. Olds & Son, Lansing, Mich., send us a copy of their latest catalogue, devoted to their gas and gasoline engines, which have enjoyed an extensive sale ever since put upon the market some dozen years ago. A copy will be sent on application.

The J. B. Allfree Mfg. Co. of Indianapolis, Ind., manufacturers of grain elevator and flour mill machinery, engines, etc., is quite busy, having 145 men at work at full time. The company is especially busy in supplying the demand on its economic, automatic, stationary engine.

We have received a very handsome wall hanger bearing a beautiful photogravure of the bull "Our Mascot" from C. S. Bentley, grain commission merchant of Chicago. It announces that the firm's daily market letter shows fluctuations of wheat, corn and oats by diagram. They invite all grain shippers to send for it.

The Otto Gas Engine Works, Philadelphia, Pa., write us that business is improving, and that in order to be fully prepared for a good increase they have purchased an additional piece of property 100x120 feet, adjoining their present plant. They have added the Otto Marine Engine to their other types, and have issued a handsome catalogue fully describing and illustrating it. They have recently established an agency in St. Louis at 209 S. Main Street.

Webster Mfg. Co., 1075-1097 W. Fifteenth St., Chicago., have ready for distribution their new catalogue, which is not only very handsome but very complete. In it are illustrations and descriptions of a number of new appliances of interest to the grain handling trade. This catalogue is not only a very handsome piece of trade literature, but is valuable for reference to users of machinery. Webster Mfg. Co. will send a copy of it to parties who will write for it.

There is nothing on earth so mysteriously funny as some men's idea of a newspaper advertisement. The prime, first, last and all time object of an advertisement is to draw custom. It is not, was not and never will be designed for any other human purpose. So the merchant waits until the busy season comes, and the store is so full of customers he cant get his hat off, and then he rushes to the newspapers and puts in his advertisement. When the dull season gets along, and there is no trade, and he wants to sell goods so bad he can't pay his rent, he takes out his advertisement. That is, some of them do. Occasionally a level-headed merchant puts in a bigger one and scoops all the business, while his neighbors are making mortgages to pay the gas bill. The purpose of advertising is to attract business, not to drive it away.

The Revere Rubber Co. of Buffalo secured the contract for supplying the new Great Northern Elevator at Buffalo with belts. Among the items were ten belts, each 350 feet long, 32 inches wide, and six-ply, made of the best rubber and duck; 2,000 feet 60-inch four-ply conveyor belts; also the belts used for the marine legs, 19-inch, seven-ply. The entire bill, we are told, amounted to over $12,000, one of the largest bills for belts ever sold to an elevator in this country.

A very handsome booklet issued by the Link-Belt Machinery Co. of Chicago, is "Modern Methods," as applied to the coaling of locomotives, the handling of freight in warehouses and wharves, and the storage of coal. A series of 40 photo-engravings show the application of their conveyors, elevators and carriers to these purposes; and the whole is a revelation to those who have not kept posted as to the progress that has been made in the rapid and economical handling of bulky goods. Parties who want to see how they can handle such material should send for a copy of this booklet.

The roof question is perennially coming up, especially with those who have old tin or iron roofs which they are not ready to discard. An article which is claimed to meet the exigencies of such cases is Allen's Anti-Rust Japan. This material has received high commendation from business concerns as being a most valuable roof protector. This Anti-Rust Japan is a semi-elastic coating, impervious to water, of about the consistency of printers' ink, and is applied to roofs in the same manner as paint. It is claimed to be rustproof, fireproof, waterproof, climate-proof, acid-proof and time-proof, and it is asserted that by the proper application of this Anti-Rust Japan an old roof may be made serviceable at a comparatively small expense, thereby saving the large outlay required for a new roof. This material is made by The Allen Anti-Rust Mfg. Co., 413 Vine Street, Cincinnati, who have met with marked success in the trade even in the period of business depression; in fact, they have found it necessary to greatly enlarge their facilities to keep pace with the demand.

AN EXCEPTION TO THE HARD TIMES.

But few people realize what wonderful advances are being made in the gas and gasoline engine industry. As an indication of this progressiveness, in the year 1885 P. F. Olds & Son, engine builders, of Lansing, Mich., commenced the manufacture of gasoline engines in a small way in a one and one-half story frame building, 18x36 feet, with a capacity of about twelve engines per year, this output being accomplished by their own hands. Later on they built a two-story brick building, 35x110 feet, and moved across the street. So steady was the increase in business that they soon found it necessary to add a building 25x55 feet, and later on another, 30x135 feet; so that by the time ten years had elapsed they were in a two-story brick building 100x135 feet, with a capacity of nearly 500 engines per year, and shipping to nearly every part of the globe. It might be mentioned, however, that while Olds & Son were generous advertisers, their motto was never to ship an engine without they knew it was perfect, and thus reasonably sure to bring them several more orders from the vicinity into which it was going; so that by 1895 they had engines in 144 towns and cities in their own state, and nearly as many in a great many other states.

The most remarkable thing was that during all this period of time no change of importance took place in the engine, showing the marked difference from most of manufacturers, who are frequently changing their designs to keep up with the procession. The year of 1895, however, marked quite a change, as they brought out and placed on the market what is now known as the New Olds Safety Vapor Engine. Great success was predicted for this engine, as it was very simple; in fact, all of the usual complications were dispensed with in this engine, it being free from cams, gears, worm gears, rock arms, levers, lateral shafts, etc.; the valve mechanism being operated by a plain eccentric on the main shaft. There are no moving parts in or about the mixing device, so that it cannot get out of order or wear out, practically speaking; at the same time it is reliable, and has no opportunity for danger in any respect. The engine is also neat and handsome in appearance, and the marked points of merit in design and principle are easily observed and appreciated.

The company expected to be able with its large plant to take care of the demand, especially as the country was experiencing hard times. However, it soon found its shops overrun with orders, and in 1896 it was obliged to refuse a large amount of business—so it was at once forced to build a new brick addition 60x150 feet, equipped with the most modern machinery and appliances. The entire shop is traversed by traveling crane, so that one man handles a 5x7 engine with as much ease as a hammer. The arrangement of the modern tools and appliances is so complete that it enables it to keep with the leaders in the production of engines.

PRODUCTION OF RYE.

According to the report of the Division of Statistics of the Department of Agriculture the production, acreage and value of rye grown in the United States, 1866 to 1895, was as follows:

Calendar year.	Production.	Area.	Value.	Average value per bushel.
	Bus.	Acres.		Cts.
1866	20,864,944	1,548,033	$24,661,290	118.2
1867	23,184,000	1,689,175	32,499,700	140.2
1868	22,504,800	1,651,321	28,683,677	127.5
1869	22,527,900	1,657,584	21,877,294	97.1
1870	15,473,600	1,176,137	12,612,605	81.5
1871	15,265,500	1,069,531	12,145,646	79.0
1872	14,888,600	1,048,654	11,363,693	76.3
1873	15,142,000	1,150,355	11,548,126	76.3
1874	14,990,900	1,116,716	12,870,411	85.9
1875	17,722,100	1,359,788	13,631,900	76.9
1876	20,374,800	1,468,374	13,635,826	66.9
1877	21,170,100	1,412,902	12,542,895	59.2
1878	25,842,790	1,622,700	13,592,826	52.6
1879	23,639,460	1,625,450	15,507,431	65.6
1880	24,540,829	1,767,619	18,564,560	75.6
1881	20,704,950	1,789,100	19,327,415	93.3
1882	29,960,037	2,227,894	18,439,194	61.5
1883	28,058,583	2,314,754	16,300,503	58.1
1884	28,640,000	2,343,963	14,857,040	51.9
1885	21,756,000	2,129,301	12,594,820	57.9
1886	24,489,000	2,129,918	13,181,330	53.8
1887	20,693,000	2,053,447	11,283,140	54.5
1888	28,415,000	2,364,805	16,721,869	58.8
1893	26,555,446	2,038,485	13,612,222	51.3
1894	26,727,615	1,944,780	13,395,476	50.1
1895	27,210,070	1,890,345	11,964,826	44.0

No estimate of crop prepared by Department for 1889 to 1892.

BOOK NOTICES.

INTERSTATE COMMERCE LAW.—We have received a neat, well printed pamphlet containing the able address of George F. Stone, Secretary of the Chicago Board of Trade, delivered before the National Transportation Association at its annual meeting held recently in Chicago.

CORN TRADE YEAR BOOK.—We have before us Broomhall's Corn Trade Year Book for 1896, being the fourth annual review of the world's grain trade. It is compiled by Mr. Geo. J. S. Broomhall, F. R. S. S., editor of the Corn Trade News of Liverpool. It is a reference book for grain merchants and millers, and accordingly its matter is almost entirely statistical. What gives it value is its scope, embracing as it does the grain trade of the world. It is a record of the world's chief cereal crops, prices, imports, exports, population, etc. It contains 31 diagrams of prices of wheat, flour, rye, corn, etc., at Liverpool, Chicago, Paris and other centers, for periods of two and six years. The labor seems to be faithfully done, and very complete for a work of this description. It makes a small octavo volume of 200 pages, bound in blue cloth. We can supply those who wish it, and it would seem almost indispensable to some of our readers at $1 per copy.

SUGAR.—A vast amount of interest has developed of late years in the sugar industry, especially the branch of it relating to beet root sugar; and the book under consideration, "Sugar," is a timely contribution to the subject. The author of the book is Herbert Myrick, editor of the Orange Judd Farmer, and a well known writer on agricultural subjects. In his work he has had the assistance of a number of practical experts along the various lines of the sugar industry. The book aims to give an account of what has been done in the beet and cane sugar industry, how it has been done with reliable directions from actual recent experience under American conditions so that it is a guide to farmer or capitalist interested in the sugar industry. The book is illustrated with over 100 engravings, mostly from photographs taken especially for this work, of beet sugar factory interiors, and exteriors, cane sugar houses, implements, etc., with maps showing the present condition and future possibilities of the American sugar industry. It describes beet culture in full detail, tells how to start a factory to afford a home market for thousands of tons of beets. It is an octavo volume of 160 pages, bound in cloth. The price is 50 cents. Published by the Orange Judd Farmer Co., 52 Lafayette Place, New York.

Senator Miller has introduced a bill in the Minnesota Legislature providing that all grain in elevators on railroad rights of way or elsewhere shall be assessed and taxed against the owners.

The Illinois Grain Dealers' Association will hold its regular annual meeting at Decatur, Tuesday, June 8. Every regular dealer will be welcome, and should be present.

The crop expert is getting his "sealed instructions" and packing his grip sack for the spring campaign. The Hessian flies, chinch bugs and army worms will now please stand up and be counted.

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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1897.

ANOTHER BUCOLIC TRUST.

If the report coming from Toledo is not a mere April fool joke, all schemes hitherto devised to control markets in the farmer's interest must hang their diminished heads in the presence of the master idea of the age. An oath-bound secret society is being organized under the name of the Agriculturalists' (sic) National Protective Association. Its idea is not any mere puny "Hold Your Wheat" scheme; that is child's play. It is going to the root of the matter and run things to suit itself. First of all, the members are pledged to raise only enough produce to supply their families. This is to starve the public into a realizing sense of the importance of the Agriculturalists' National Protective Association and make it an object of love and sympathy. After the public is sufficiently starved, crops are to be raised under direction of the authorities, stored in central warehouses and sold as the authorities determine. Every member must raise just what he is told to raise; no more, no less. And the profits are to be apportioned by the same central authority.

Had not propositions of the same silly character emanated from such organizations as the United Farmers of America, one would find it impossible to believe that such an idiotic idea could find lodgment in a civilized brain, much less take root and grow into an organization. How the farmers themselves are to live and procure the other necessaries of life, aside from food, never occurs to such fanaticism. Nor probably does it occur to the originators of such projects that the vast majority of American farmers would not conspire to starve the rest of the country into subjection, nor consent to part with their own personal freedom of action. If the plan is not a mere joke, it is safe to say that the organization is for revenue only—for the organizers.

AFTER THE UNREASONABLE DOCKERS.

The Illinois Grain Dealers' Association, as is shown by a notice published in this number, has inaugurated a campaign against the unreasonable and unfair docking of shipments to supply personal wants and for imaginary differences.

This is a work of benefit to the entire trade, for it will force those who have been accustomed to ignore the rights of the country shipper to be more guarded in the manner in which they rob him. They will take special care in dealing with the members of the Association, for none of them are in the least desirous of having their weakness for docking receipts of other men's grain advertised. The Association will not make any effort to protect dealers who are not members, so membership becomes doubly valuable.

The Association merits the hearty support of every regular dealer of the state, not only for the advantage he will obtain by this new move, but on account of many reforms of value to every dealer, which have been instituted by this energetic Association.

WILL NOT ROB THE SOUTH DAKOTA ELEVATOR MEN.

Some time ago the South Dakota Senate passed a bill increasing the grain warehouse license fee from $1 to $10, and providing that the $10,000 so raised should be used to employ a lawyer to enforce the provisions of the state warehouse law. Its passage by the upper chamber was due entirely to the earnest efforts of Senator C. S. Palmer, an attorney of Sioux Falls.

Fortunately for the farmers and the elevator men of the state, the bill was killed in the House. The license, like the present one, would have been paid by the farmers ultimately, and the lawyer who was selected to receive the results of the taxation would have made it very unpleasant for the elevator men, if he made any show of earning his salary.

South Dakota is not quite so unreasonable as North Dakota in its attempted regulation of the elevator men, still each of them seems to be determined to tax, burden and discourage the men engaged in the business instead of encouraging them.

HANDLING DAMP CORN.

Corn of the last crop has been the worst grain to handle which country shippers have been called upon to buy for many years. In some districts it has been brought to market in such bad condition that the regular buyers have refused to touch it. The trouble has been that, despite the fact that much of the corn was very late in ripening and much of it contained an unusual amount of moisture, the farmers did not delay gathering it. In many places it was so damp when thrown into the cribs that it soon molded and spoiled.

Wide, deep and unventilated cribs should be tabooed, even for ordinary corn, but when corn contains as much moisture as did the crop of 1896 it should not be put in such cribs unless the cribber desires it to rot. If country elevator men had been prepared to care for the corn they could have done a large business and greatly increased their profits. With a good drier, such as some of the dealers seem to think they have, the dealers at country stations could have evaporated all of the moisture from the corn offered and put it in condition, not only to grade No. 2, but to keep in any climate or temperature. Some of the driers will pay for themselves in a very short time and would surely prove a valuable acquisition for any elevator man who handles much corn.

An Illinois dealer, in the "Communicated" columns of this number, gives a timely warning as to shipping damp corn during the germinating period. If corn will cause trouble before that period it must surely be watched closely during it and kept well aired or dried.

A GIGANTIC BUCKETSHOP SWINDLE.

One of the largest and most successful swindles of the century was brought to light in the "suspension" of the E. S. Dean Company of New York, "dealers in grain, stocks, bonds, provisions, etc.," according to their circulars and advertisements. The outcome shows that the principal article which the company traded in was the plain ordinary sucker of commerce; the fellow whom the proverb says is soon parted from his money. When the news came of the failure of the E. S. Dean Company, on April 5, nobody but the gang of rascals who managed the swindle to a successful termination knew of the magnitude of the scheme, nor the vast sum of money which it had yielded to the scoundrels who engineered it. But every day since the failure facts have been coming out which make one stand aghast at the extent of the gang's operations and the credulous folly of the "investors."

The plan adopted by the E. S. Dean Company to swindle the public was identically that of the old "Fund W," so successfully worked in Chicago years ago. It is estimated that 10,000,000 circulars were sent out by these rascals. Not content with the results from this circularizing, agencies were established in various cities all over the country to rope in suckers by personal solicitation. The wail of woe extends from Boston to Detroit, to Washington, Atlanta, Cleveland, and even in small towns and cities all over the country. The "agents" in some cases were evidently suckers of no small magnitude themselves, though in other cases they doubtless knew the whole thing was a swindle. It would seem impossible that a man could have sense enough to attend to even the slender duties of "agent," and not know that he was assisting a fraud.

The bait held out was that of the old "Fund W," the pooling of small contributions for speculation on a large scale. The dupes supposed that a large pool could dominate the market. As an evidence of good faith monthly dividends were paid upon the sums sent, varying from five to forty per cent. When the dividend was sent a letter went with it to the dupe, explaining the advantages of "compounding his profits," by which he could reap a

harvest of 400 per cent. This usually brought the dividend back to the swindlers with more money added. And of course the gullible suckers had other gullible souls as friends to whom they imparted the news of the soft snap they enjoyed of making money by letting those sharp fellows in New York speculate with it. And this brought more suckers to the net, just crowding to get in. They all got in.

It is estimated that the profits of this swindling scheme amounted to $2,000,000; possibly more. When the postoffice authorities opened the mail of the E. S. Dean Company the day after the failure, the inclosures from dupes amounted to $20,000. Who are the beneficiaries of the money of the hundreds and thousands of credulous people who have contributed their money in the hope of easy and excessive profits, is not known. E. S. Dean is said to be a woman; but doubtless so perfect a swindling organization must have had a dozen partners. It is also stated that the "company" made a final plunge in the markets on its own hook and raked in half a million or more.

There is "a sucker born every minute," the gamblers say, and there seems little hope of stopping such swindles as that which the E. S. Dean Company has just perpetrated until this birth rate can be reduced. For the born sucker will try the soft snaps and will send his money to utter strangers. It burns a hole in his pocket. The business of swindling is always flourishing, and seems to thrive best when legitimate industry is depressed. Warnings appear of no avail. Perhaps the suckers never read the papers. Schemes like the Dean Company's have been exposed over and over again; the government has tried to suppress them; but nothing can be done to stop them so long as the amazing gullibility of thousands is so ready to fill the purse of everyone who can devise a plausible scheme and offer to divide with customers. And any old scheme will do.

CORRECT WEIGHTS AND CLEAN BILLS OF LADING.

The shortage abuse and the lack of clean bills of lading have stimulated two shippers to protest vigorously recently against the continuation of such treatment. A Kansas shipper has petitioned the State Railroad Commissioners to require the Missouri Pacific Railway to maintain weighing facilities at some convenient point along its line to weigh his grain, and asks that it be required to reimburse him for shortages amounting to 700 bushels.

A Minnesota shipper—P. H. Rahilly of Mt. Pleasant—has gone farther. He asked for a clean bill of lading for a shipment of 660 bushels of barley, but was refused by the station agent. He referred the matter to the State Railroad and Warehouse Commission, and the agent was arrested, tried and convicted at Wabasha, April 12.

This is truly good news and portends much good for the shippers who know they should have clean bills of lading, and for the elevator men who want sufficient compensation from carriers for weighing and loading grain to justify them in putting in first-class scales. A few cases like those cited above and the rail carriers will be forced to rent the country elevators or hire the elevator men to keep them open to all comers.

THE SUCCESS OF THE KANSAS ASSOCIATION.

The Kansas Grain Dealers' Association, which is the youngest of the trade's organizations, is meeting with remarkable success, and the regular dealers of the state are joining with alacrity. Every one of them seems to be determined to make a success of the organization, and no one is backward in showing his confidence in the benefits of organization.

The dealers are not only prompt in giving their support to the Association, but they also attend the meetings, take an active interest in the proceedings and show a perfect willingness to do anything in their power to help along the work of the organization. This is the spirit which merits and begets success. If the Kansas dealers can establish such a vigorous association in four months they will surely have a magnificent organization before the end of the year.

The Association already has work in hand, but it is on the watch for other opportunities to advance the interests of its members, and they should not be backward in presenting complaints to Secretary Smiley. A very successful meeting was held at Topeka last month and another will be held at the same place the 26th instant.

THE ANTI-TRUST LAW AND THE ASSOCIATIONS.

Some of the grain dealers' associations seem to be unduly frightened by the recent decision of the United States Supreme Court, covering combinations in restraint of trade. Some timorous dealers seem to have grave fears lest they may commit a technical infraction of the law and get into a lawsuit. The part of the Sherman Anti-Trust law which seems to cause them all the worry is as follows:

Section 1. Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several states, or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract or engage in any such combination or conspiracy shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by fine not exceeding $5,000, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court.

Sec. 2. Every person who shall monopolize, or attempt to monopolize, or combine or conspire with any other person or persons, to monopolize any part of the trade or commerce among the several states, or with foreign nations, shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by fine not exceeding $5,000, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the court.

This law was designed to place a check upon trusts and monopolies that operate as pools or close corporations, and was never intended to interfere in any way with the efforts of the members of any trade to discourage the tricksters and to encourage those who follow honorable methods. If disbanding and reorganizing with a new constitution and by-laws, which has been pronounced by a competent lawyer to be no infraction of the Sherman law will make any of the dealers rest easier, as was done by the grain dealers of Southwestern Iowa and Northwestern Missouri, all well and good, but care should be had lest the organization be so weakened as to prevent its doing the work needed for the relief of the trade.

The associations which operate within the confines of a state have nothing to fear from the law. Congress has power to regulate commerce only between the states, hence the state organizations and acts of associations which relate only to commerce within a state can in no way be affected by the law, for such are subject to state laws only.

UNJUST LAW FOR NEBRASKA DEALERS.

During the closing days of the Nebraska Legislature it enacted a law forbidding combinations among grain dealers, which is unfair and inequitable and would not be constitutional in most of the states. The constitutions of a number of the states forbid the enactment of laws for the regulation of a class. Special legislation of any kind is generally unfair, and this is surely so.

It makes it unlawful for any one or company engaged in the business of grain dealing or owning or operating any grain elevator or in buying, selling, handling, consigning, shipping or transporting grain to enter into any understanding, contract or agreement to form, enter or maintain any trust or combination which has for its object the prevention of competition among dealers in grain.

We doubt very much that any Nebraska grain dealers would be affected by such a law, even were it constitutional, and we see no reason in the members of the grain trade being singled out of all the other lines of business of the state for any such special legislation. Why wasn't it made illegal for the members of any trade to form such combinations? The law is clearly the work of one who has a lot of spite against the grain dealers of the state. It will be published in full in the May number of this journal.

It gives us pleasure to announce that the Legislature has adjourned, so no additional regulations for grain dealers can be enacted this year, but when the Legislature again convenes it will be well to keep an eye on it, lest grain dealers be forbidden to bid below a certain price for grain or to take any steps to protect their own business from thieves, thugs and other rascals.

It is surprising that the letters and circulars of some of the so-called grain commission men maligning the regular country grain dealers does not drive all of them into the Grain Dealers' National Association and the other organizations which are striving to elevate the business and to discourage the brazen faced charlatans who, while posing as honest benefactors, rob the gullible farmers in a way that is exasperating to any lover of fairness. These self-styled philanthropists, while deluding the farmers into believing they render truthful statements of sales, are growing rich at the expense of the farmers, who think they know how to ship grain as well as the local dealer. In self defense the dealers who are being so egregiously misrepresented should combine and see that these sharpers are prosecuted for their tricks.

EDITORIAL MENTION

The investigation of short weights at Kansas City seems to be in need of a little ginger.

Deep mud in Illinois and high water in the West and Northwest seem to have placed an embargo on the grain trade.

The Illinois Grain Dealers' Association will hold its annual meeting at Decatur, Tuesday, June 8. Every regular dealer of the state will be welcome.

The Milwaukee Chamber of Commerce could do no better than expend the surplus funds of the grain weighing department to improve the service and reduce the cost.

Every regular grain dealer who has the interests of his own business and of the trade at heart should peruse Secretary Chambers' communication and then act promptly.

Baltimore is claimed to be the champion bucketshop city. She has, so a Chicago man says who has been down there, over a hundred of these interesting industrial institutions.

One railroad has let a contract for 600 steel cars. May this example be followed by other grain carriers and the stealing of grain from cars at terminals and in transit be reduced.

The Chicago & Eastern Illinois was charging an extra $2 on grain sent from its Oakdale yards to the appeal tracks, Chicago, but the filing of a complaint prompted them to discontinue it.

When the Kansas City, Pittsburg & Gulf Railway has its new elevator completed at Port Arthur and is prepared to handle grain shipments what a cutting of rates there will be.

That Export Grain Association which was formed by several elevator men of Kansas and Nebraska to export their own grain direct seems to be somewhat slow in getting to work.

Some country shippers who were prompted by offers of top market prices to consign to an unknown commission man of Pittsburg are anxious to learn of his whereabouts. They are now convinced that he is a shark of the first water.

Illinois dealers should protest against the passage of the bill introduced by Mr. Crompton, which gives the owner and operator of a thrashing machine, corn sheller, or clover huller a lien upon the grain or seed thrashed, shelled or hulled.

So many farmers who stored grain (storage free) with Washington warehousemen during the last year failed to recover their grain or get paid for it that a bill has been introduced in the state Legislature providing that owners and managers shall execute a bond of $10,000 to protect those who deposit grain from loss. This is a little severe, especially on the warehousemen who have been storing the grain free. If they are required to furnish a bond it will be necessary for them to charge well for storage.

The more the affairs of the Chicago Grain Inspection Department as run by ex-Chief Inspector Andrews are investigated, the greater is the wonder that inspections were made with any show of reason.

Elevator men who keep their elevators clean will reduce the danger of dust explosions and make the house an uninviting place for weevil and other grain infesting insects. It always pays to keep the elevator clean.

The oil swindlers of Cleveland, Ohio, continue to offer that barrel of oil which was so unfortunately left on their "hands at a near-by station" at a very low price, and some suckers are buying the stuff at "a bargain."

Regular dealers will read with pleasure in the "Communicated" columns that a grain commission firm is not only opposed to quoting prices to irregular shippers, but has taken steps to prevent its quotations reaching any such.

The decision of the Washington judge, who held that an offer by wire to buy should be accepted by wire, contains the essence of justice. Such practice is generally followed by the trade; any other would open a way to a world of abuses.

If Senate bill No. 342 would strengthen the Illinois law and help to rid the trade of the sharpers and irresponsible dealers who prey upon the farmers, it would surely have the support of every dealer. But it is doubtful if it would be of any value whatever.

Elevator men of Minnesota did not pay much attention to H. F. 831, Judge Abbott's bill, which provided that every elevator man whose house had a capacity of 10,000 bushels and less should file a bond for $2,000, but it was killed by an overwhelming vote against it.

The anti-option agitation in Great Britain has apparently come to naught. In reply to a question in the House of Commons, the financial secretary, Mr. Hanbury, said that the government did not propose legislation to prohibit gambling in the prices of grain.

Some of the railroads formerly members of the Trans-Missouri Freight Association have announced that they propose to maintain the rates in force before the Association was dissolved. Experience has shown that they cannot maintain rates, even with a "binding" agreement.

Milwaukee grain shippers recently failed in their attempt to induce the Wisconsin Legislature to pass bill 120a, which provides that "whenever any property is received by a common carrier to be transported from one place to another—within or without this state—it shall not be lawful for such carrier to limit his common law liability safely to deliver such property at the place to which the same is to be transported, by any stipulation or limitation expressed in the receipt given for such property." The railroad companies must have some firm friends in the state Legislature when it will refuse to enact a law prohibiting them to make illegal contracts.

Considerable spring wheat has been seeded in Central and Southern Illinois this spring to take the place of the winter wheat, which was killed. Twenty years ago Illinois produced more spring than winter wheat, but by degrees it seems to have drifted into the winter wheat column.

As announced elsewhere in this number, the grain inspection fees at St. Louis and Baltimore have been reduced, but the announcement of the Western Elevating Association of Buffalo shows that it proposes to continue to practice its old extortion upon all shippers who ship via that city.

Wood seems to be destined to be displaced by iron as a material for constructing grain storehouses. A number of plants have already been built, and others are under way. The fire hazard of the iron houses is so small that the reduction in the cost of insurance soon offsets the extra cost of material.

Weil of Wall street is the interesting figure on the Chicago Board just now. His system of trading is said to remind old-timers of B. P. Hutchinson and he thinks nothing of getting from one side of the market to the other in short order, and by methods of reasoning which others find it hard to follow.

Kansas' new grain inspection law, which places the department under the immediate supervision of the Chief Inspector, has gone into effect, and henceforth the work will be conducted in the interest of the grain trade, instead of some little band of avaricious men who choose to call themselves a board of trade.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri is a new organization which was recently organized at Shenandoah, Iowa. It already has a large membership and gives promise of doing much to advance the interests of those connected with the trade. G. A. Stibbens of Coburg, Iowa, is secretary.

The Missouri Legislature has killed the bill separating the Grain Inspection Department from the Warehouse Commission. If the department cannot get away from the commission's politicians, who are experts at inspecting grain by telephone, in any other way, it might adopt rigid civil service rules and keep them out.

The insurance involved in the fire that destroyed the two Chicago & Pacific elevators last October is as far from settlement, apparently, as the Cuban or Armenian questions. Some of the companies paid promptly. Others "gigged back" and found fault with the proofs of loss. Then a new appraisal was made in the regular way and now the insurance companies are kicking over the amount awarded by the appraisers and the umpire. They claim that the umpire sided with the elevator company's appraiser, when, of course, everybody knows it is the duty of an umpire to side with the insur-

ance companies. It is not an edifying spectacle to see the companies acting like a parcel of sulky boys. And some people are old-fashioned enough to think it is hardly honest.

When the police see a drunken man going down to the water front in Buffalo they chase him back, not because they fear a possible suicide, but for the safety of some of the elevators. If a drunken man should stagger against one of those affairs that haven't elevated a bushel of grain since the war, the result might be awful to think about.

In March Philadelphia exported 3,122,542 bushels of corn, or within 100,000 bushels as much as she sent out in 1895, and more than a third of the amount she exported last year. As the movement bids fair to continue for some time, charters being made ahead as far as June, the grain trade of the city of brotherly love and smart lawyers is correspondingly happy.

Shortly after the daily newspapers of the country had declared in display head lines that the Elevator Pool of Buffalo was dead, and had explained in detail the different causes which contributed to its destruction, that organization published the usual rates in the Buffalo papers, and during the coming season of navigation it will proceed to exact the old fees.

The Grain Dealers' Association of Southwestern Iowa, which, by the way, has changed its name to the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, held a very successful meeting at Council Bluffs last month, and elected officers for the ensuing year. The Association is growing, and gives promise of doing much to advance the interests of its members.

The bill introduced in the Missouri Senate by Asbery Burkhead of Ava to prevent the mixing of grain in that state, is not likely to cause the elevator men any trouble, even if it becomes a law. It applies only to corporations, and if constitutional, which is very doubtful, will not interfere with a grain owner's rights to do as he wishes with his own. We publish the bill in full in this number.

Hon. Frank Jones, the big New Hampshire brewer, is going to try the experiment of raising barley on a large scale in Aroostook County, Maine. Jones and other brewers in the East who have been importing more or less barley from Canada have found it impossible to raise the quality of barley they want in Southern New England; but experts say that Aroostook County has exactly the soil and conditions needed for the best barley.

The completion of the Pan Handle's modern transfer elevator at Chicago displaced the old, worn-out Jumbo transfer car which was famous for anything but correct weights, and now that road has beguiled the receivers of Cincinnati into agreeing that the Chamber of Commerce shall require all traders to accept the weights of the Jumbo's old, unreliable scales. They might as well adopt rules to require members to accept counterfeit money. One of the reasons given by the representative of the road who attended the conference, for asking that they pledge themselves to use it before moving it, is as follows: "When the experiment was tried two years ago, many objected to the weights because they were too accurate, and there was some discrimination." Such sarcasm. If any other man ever heard of this objection to the transfer cars we would be pleased to know of it. Shippers who send grain to Cincinnati over that route should protest against the use of the Jumbo car.

H. W. Caldwell of the H. W. Caldwell & Son Co. of this city, so well known to the grain and milling trades, is taking a vacation from business cares. Accompanied by Mrs. Caldwell and his two daughters, he sails from New York this month on a tour which embraces in its scheme the leading points of interest in Great Britain and the continent, Egypt and the Holy Land. Possibly it may extend to Japan and the far East. If there is fighting in Greece, Mr. Caldwell proposes to leave the ladies in Rome, while he investigates how they conduct war over there. He knows how we did it over here, as he was in the fray, and wears the button of the Loyal Legion in consequence. Mr. Caldwell has more than earned his vacation by his untiring attention to business and takes with him the health and interest in life that will insure his enjoyment of the trip. Many friends will wish him a happy time and a safe return.

The collapse of the E. S. Dean Company swindle seems to have put new life into the crusade against bucket shops. Fourteen of them were closed up in New York. Of course the branch swindles of the Dean Company all over the country, from Portland, Maine, to Salt Lake City, have gone out of business. The police in New York closed some of the shops, raiding them as they would any other gambling institution. John Hill Jr., chairman of the Chicago Civic Federation, made a trip to Marshalltown, Iowa, and secured the indictment of parties running two bucket shops there. These, with a number of others in Iowa, are branches of two notorious Chicago "Exchanges." The Chicago fight against the evil has reduced the number of bucket shops in Chicago from 100 to a dozen in the last year and a half, and all of them have been barred from the mails. And Chicago detectives were working on the Dean Company when the collapse came.

Representative N. D. Bryant is credited, but he says erroneously, with introducing a bill in the lower house of the Illinois Legislature which provides for amending the warehouse law by requiring warehouses of Class A to publish on January 1 of each year, in two papers of the county in which such warehouse is located, a schedule of rates for the ensuing year, the maximum rate for the storage of grain to be three-fourths of 1 cent per bushel for the first ten days and one-fourth of 1 cent per bushel for each subsequent ten days or fraction thereof, though for damp grain the rate for the first ten days may be 1½ cents. The present law fixes the maximum rate at one and one-fourth cents for the first ten days and one-half of one cent per bushel for each succeeding ten days or part thereof. The rates in force are not equal to the proposed maximum rate; in fact, it has been a number of years since Illinois elevator men of Class A charged three-fourths of a cent. The Chicago elevator men, be it said to their credit, have been quite reasonable in their charges for storing grain during recent years. They have had enough trouble on their hands without inviting more.

If country shippers would have the weighing of the grain they ship witnessed and preserve some proof of the correctness of their weights, they would be in a strong position to establish their claims of shortages at terminals. The unsupported word of one weighman cannot be expected to be accepted against that of another, especially when the other is disinterested in the result. If the weights of the different drafts of grain loaded into a car were witnessed by the station agent or some disinterested person, his evidence would go far toward establishing the truth of the shipper's statement.

According to the report of the Bureau of Statistics breadstuffs exported during the nine months ending March 30 were valued at $152,774,626, against $104,804,539 the preceding season; and the breadstuffs exported in March were valued at $15,845,676, against $10,580,290 March, 1896. The value of exports during the nine months ending March, as compared with the same time in 1895-96, were: Barley, $6,173,794 against $1,939,694; corn, $40,702,106 against $29,278,041; oats, $6,409,151 against $979,173; rye, $2,455,346 against $157,801; wheat, $50,076,443 against $30,262,140. The amounts (in bushels) exported in March, as compared with March, 1896, were: Barley, 1,052,921 against 704,058; corn, 24,770,690 against 9,266,406; oats, 2,444,330 against 852,976; rye, 438,983 against 281,905; wheat, 2,887,854 against 3,490,913. Corn meal, 68,844 against 14,979 barrels; oatmeal, 4,369,643 against 3,833,898 pounds; wheat flour, 1,169,434 against 1,120,310 barrels.

A proposition has been submitted by W. T. Baker to the directors of the Chicago Board of Trade, which is revolutionary in character. Mr. Baker wants No. 2 spring wheat abolished as the speculative grade. He wants a double standard to replace it, embracing both spring and winter wheat of a better grade. As it is now, No. 2 spring, No. 1 Northern and No. 2 red winter are deliverable on contracts. As the No. 1 Northern and No. 2 red winter command a premium for milling purposes, they do not find their way to Chicago. Mr. Baker thinks if No. 1 Northern and No. 2 red winter were made the standards, these grades would naturally find their way here and bring millers here also for their wheat instead of sending them to the Northwest for their spring wheat and to other cities for winter wheat. In other words, Mr. Baker wants the standard of contract wheat raised. There are two sides to the question, however, as will appear when the question is submitted to the full board to vote on.

If the Department of Agriculture will revise its returns of acreage of the different kinds of grain, it will ascertain the foundation of most of its troubles.—Trade Bulletin, Chicago.

The Congress of Argentine Republic has appropriated $400,000 to investigate the locust problem, and a commission, of which William Goodwin is Secretary, will endeavor to find means of ridding the country of the pest.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since March 15 has been as follows:

March.	No. 2† R.W. Wht. Low.	No. 2† R.W. Wht. High.	No. 2 Spg Wht.† Low.	No. 2 Spg Wht.† High.	No. 2 Corn. Low.	No. 2 Corn. High.	No. 2 Oats.‡ Low.	No. 2 Oats.‡ High.	No. 2 Rye. Low.	No. 2 Rye. High.	No. 3§ Barley Low	No. 3§ Barley High.	No. 1 Flaxseed Low.	No. 1 Flaxseed High.
15....	87½	89	....	....	23½	23½	16½	16¾	33½	33½	24	33	....	......
16....	89	89	....	....	23¼	23⅜	16½	16¾	33	33	24	32	....	......
17....	89¼	89½	....	....	23⅝	23¾	....	....	....	....	25	33	..	......
18....	89	90	....	....	23¾	24	17	17	33½	33½	26	32	....	......
19....	89	89½	....	....	24	24¼	....	....	....	....	26	33	80	80
20....	91	91½	....	....	24¼	24¼	17	17	....	....	25½	32	78½	78½
21....	....	....	....	....	....	....	....	....	....	....	....	..	....	......
22....	91¼	91¼	75½	75½	23¾	24	..	....	33⅝	33⅝	28	32	....	......
23....	....	....	....	....	24	24	....	....	....	....	27	30	78	78
24....	....	....	....	....	23¾	23¾	17½	17½	....	....	25	33	78¼	78¼
25....	89	89	....	....	24	24¼	18	18	33½	33½	28	33	....	......
26....	89	89	....	....	24	24⅛	....	....	....	....	27	33	76¼	79
27....	....	....	....	....	24¼	24¼	....	....	....	....	25	33	....	......
28....	....	....	....	....	....	....	....	....	....	....	....	....	....	......
29....	89½	90	....	....	24¼	24⅜	17½	17½	33	33	26	33	76	78
30....	89½	89½	....	....	24⅜	24½	17¼	17¼	....	....	28	32½	75¾	75¾
31....	88¾	88¾	....	....	24½	24¾	....		.	....	27	31	77	77
April														
1....	87⅝	87⅝	70	70	24¾	24⅞	18	18	33	33	28	32	....	......
2....	87½	87½	....	....	24½	25	17½	18½	33	33	26	33	..	......
3....	....	....	....	....	24½	24½	17¾	17¾	32¾	32¾	24½	32	74½	74½
4....	....	....	....	....	....	....	....	....	....	....	....	....	....	......
5....	87	87	....	....	24⅛	24⅝	....	....	....	....	24	34	....	......
6*....	....	....	....	....	....	....	....	....	....	....	..	....	....	......
7....	87	87	....	....	23¼	24¼	18	18	....	....	27	32	..	....
8....	84¼	85	....	....	23½	23⅝	17¾	18	....	....	25	33	..	......
9....	83½	86	....	....	23¼	23½	17½	17½	....	....	27	34	....	......
10....	85	85	....	....	23⅜	23⅝	....	....	....	....	27	32	71½	71½
11....	....	....	....	....	....	....	....	....	....	....	....	....	....	......
12....	85½	85½	....	....	23⅞	24	17½	17¾	....		25	32	....	..
13....	....	..	....	....	23¾	24	16¼	16¾	32	32	25	34	....	......
14....	85	86½	....	....	....	....	16¾	16¾	....		25	34	....	......

*Holiday. †Free on board, switched and delivered. ‡On track. §Free on board or switched.

During the week ending March 20 Prime Contract Timothy sold at $2.65@2.75 per cental, Prime Contract Clover Seed at $7.50@8.50, Hungarian at $0.50 @0.60, German millet at $0.55@0.70, buckwheat at $0.50@0.60 per 100 pounds.

During the week ending March 27 Prime Contract Timothy sold at $2.65@2.70, Prime Contract Clover Seed at $8.00@8.50, Hungarian at $0.50@0.60, German millet at $0.55@0.70, buckwheat at $0.50@0.60 per 100 pounds.

During the week ending April 3 Prime Contract Timothy sold at $2.60@2.65 per cental, Prime Contract Clover Seed at $7.75@8.25, Hungarian at $0.50 @0.65, German millet at $0.55@0.80, buckwheat at $0.50@0.70 per 100 pounds.

During the week ending April 10 Prime Contract Timothy sold at $2.60@2.70 per cental, Prime Contract Clover Seed at $7.50@8.00, Hungarian at $0.55 @0.75, German millet at $0.65@0.80, buckwheat at $0.50@0.70 per 100 pounds.

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the month of March, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	228.260	125.000	226,944	116,900
Corn, bushels	1,599,983	387 500	1,132.657	181,400
Oats, bushels	52,179	5,600	46,285	14,000
Barley, bushels	....	2,200	....	....
Rye, bushels	8,065	2,900	13,296	3,000
Clover Seed, bags	10,975	18,569	26,808	28,365
Flour, barrels	5,831	4,662	35,799	57,005

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of March, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	177,817	38,223	66,388	37,690
Corn, bushels	533,334	334,832	281.004	52,320
Oats, bushels	235,893	294,517	171,495	128,387
Barley, bushels	130,566	202,650	97	2,458
Rye, bushels	33,569	25.985	8,899	12,307
Clover Seed, bags	7,653	8,691	8,106	7,509
Timothy Seed, bags	5,191	8,365	4,922	5.860
Other grass seeds, bags	5,631	4,912	6,840	7,054
Hay, tons	6.974	4,898	3.543	2,146
Flour, barrels	172,765	125,628	137,775	93,264
Malt, bushels	68,015	61.081	41,928	44,061

Governor Leedy of Kansas said, recently, that unless the railroads of that state reduced rates of their own accord he should call an extra session of the Legislature for that purpose. And the Kansas Legislature is, as we know, capable of some terrible things.

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of March, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	67,200	117.000	108,800	78,000
Corn, bushels	1,971,050	1,770.800	651,700	710,100
Oats, bushels	722.350	1,594.650	783,600	1,512,150
Barley, bushels	91.000	259,700	40.800	194,700
Rye, bushels	2,400	12,600	1,200	4,200
Mill Feed, tons	447	1,640	7,082	7.852
Seeds, pounds	287,130	325,000	349.483	60,000
Broom Corn, pounds	15,000	375,000	30,000	155,024
Hay, tons	1,630	6.120	520	2,800
Flour, barrels	28,650	25,650	26,400	28,800
Spirits and Liquors, bbls.	825	825	20.567	14,021
Syrup and Glucose, bbls.	4,250	4,500	53,650	46,949

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the month of March, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	399,100	659,650	73,500	98,560
Corn, bushels	25,350	194,350	8 450	3,250
Oats, bushels	581,600	875.000	620.481	749,600
Barley, bushels	659.200	782,400	419,257	444,246
Rye, bushels	72,000	108,625	2,400	21,600
Grass Seed, pounds	976,741	791,370	1,246 890	645,502
Flaxseed, bushels	26,590	15,715	19,140	11,020
Hay, tons	1,542	2,292	163	538
Flour, barrels	196,200	275,800	337,815	412,365

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of March, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	3,898.380	4.746,400	642,410	615.620
Corn, bushels	147.860	200,910	15,150	91,980
Oats, bushels	894,860	1,005,460	593,740	649,350
Barley, bushels	140,840	182,970	99,960	54,890
Rye, bushels	66.820	64,020	83,560	54,070
Flaxseed, bushels	136,760	89,220	95,080	105,800
Hay, tons	1.597	2,207	20	224
Flour, barrels	10,094	12,820	1,117,233	876,434

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the month of March, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	2,081,133	3,346,576	15,334	147,209
Corn, bushels	15,029	38,378	744	......
Oats, bushels	234.740	233,531	9,530	73,074
Barley, bushels	255,849	147,107	6,251	7,884
Rye, bushels	144,727	23,814	....	....
Grass seed, pounds	....	....	....	....
Flaxseed, bushels	187,606	87,269	....	....
Flour, barrels	17,600	112,920	75,095	158,610
Flour production Duluth and Superior	110,305	194,195	....	....

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the month of March, as compared with the same period of the preceding year, were, according to E. D. Bigelow, secretary of the Board of Trade, as follows;

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, cars	672	439	60	....
Corn, cars	2,251	963	2,031	....
Oats, cars	362	249	253	....
Barley, cars	2	....	1	....
Rye, cars	16	11	18	....
Flaxseed, cars	16	11	1	....
Hay, cars	885	997	580	.....
Flour, cars	......	....	....	....
Bran, cars	11	5	51	....

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during March, 1897 and 1896, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover, lbs.	Other Grass Seeds, lbs.	Flax-seed, bu.	Broom Corn, lbs.	Hay, tons.
1897	6,576,030	2,279,559	684,881	264,530	438,320	16,424
1896	6,880,379	2,040,241	651,910	418,421	1,538,070	34,783
Shipments						
1897	8,311,785	3,836,061	3,429,687	158,757	496,827	2,604
1896	10,459,146	1,982,716	865,188	255,505	1,063,075	18,981

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of March, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	514,100	416,960	577,210	310,782
Corn, bushels	3,008,684	1,663,496	3,683,176	1,427,166
Oats, bushels	893,200	865,730	592,045	449,845
Barley, bushels	100,500	228,000	13,695	5,470
Rye, bushels	35,272	16,660	42,750	18,260
Hay, tons	13,290	20,505	7,193	11,681
Flour, barrels	122,745	88,225	135,083	158,207

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of March, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts. 1897.	Receipts. 1896.	Shipments. 1897.	Shipments. 1896.
Wheat, bushels	113.258	164,421	13,762	27,129
Corn, bushels	124.636	211,244	43.137	123,660
Oats, bushels	63,137	164,456	6,053	4,247
Barley, bushels	111,488	153,553	....	....
Rye, bushels	55,333	8,090	40,818	2,872
Hay, tons	....	....	....	....
Flour, barrels	10,800	18,080	4,250	16,500

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows the destination of the wheat exported from this country to be as follows:

Countries.	Month ending Feb. 28. 1897.	Month ending Feb. 28. 1896.	Eight months ending Feb. 28. 1897.	Eight months ending Feb. 28. 1896.
United Kingdom	2,900,263	3,391,358	46,359,703	33,114,095
Germany	185,566	161,352	2,567,189	592,827
France	13,888	....	209,522	114,099
Other Europe	558,118	583,276	6,468,648	5,426,995
British North America	1,608	18,488	3,815,233	2,124,736
Mexico	....	750	36	1,185
Central American States and British Honduras	3.692	4,000	65,320	33,203
West Indies and Bermuda	23	10	861	11,692
Other South America	354	204	163,616	3,720
British Australasia	54,325	419,623	1,750,771	1,207,745
Other Asia and Oceanica	1,154	1,089	1,001,082	13,179
Africa	52,377	400,083	2,592,504	1,072,384
Other countries	....	....	....	....
Total bushels	3,771,368	4,980,233	64,994,485	43,715,860

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from the United States to be as follows:

Countries.	Month ending Feb. 28. 1897.	Month ending Feb. 28. 1896.	Eight months ending Feb. 28. 1897.	Eight months ending Feb. 28. 1896.
United Kingdom	10,109,928	6,903,927	48,257,677	37,394.382
Germany	4,321,059	1,871,029	18,517,633	8,909,295
France	1,391,353	678,069	4,218,531	2,976,411
Other Europe	5,894,624	2,870,012	24,172,092	13,814,038
British North America	30,711	183,221	6,374,800	3,130,202
Mexico	441,332	165,347	6,791,020	712,593
Central American States and British Honduras	5,983	1,627	47,236	37,112
Cuba	6,952	19,236	399,657	168,302
Puerto Rico	....	....	200	100
Santo Domingo	....	57	267	838
Other West Indies and Bermuda	54,221	81,918	457,079	477.200
South America	3,981	7,412	25,547	98,822
Asia and Oceanica	659	460	142,253	29,832
Africa	99,543	198,981	1,699,145	355,252
Other countries	....	....	3,670	3,080
Total bushels	22,360,346	12,981,296	111,106,807	68,107,459

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector E. J. Noble, the grain received at Chicago during the month of March, 1897, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.		Red.				
	2	3	4	2	3	1	2	3	4	No G'de.
C., B. & Q.					2		7	8	6	
C., R. I. & P.				2	2				12	1
Chicago & Alton								2	6	1
Illinois Central								1		
Freeport Div., I. C.							1			
Galena Div., C. & N. W.							1	1	1	
Wis. Div., C. & N. W.	1	3					33	14		
Wabash			*1						1	
C. & E. I.								1		
C., M. & St. P.	2	15	5	13	10		48	24	13	
Wisconsin Central	2						1			
Chicago & Great West.		1					1	1		
A., T. & S. Fe							1		1	
E., J. & E.										
Through and special					1		1	7	4	
Total each grade	5	19	5	15	15		94	59	44	2
Total winter wheat			30		30					199

* No Grade.

SPRING WHEAT.

Railroad.	Colorado.		Northern.	2	3	4	No Grade.	White.		Mixed Wheat.	
	2	3						2	3	2	3
C., B. & Q.					3	3					
C., R. I. & P.			1		9	8					
Chicago & Alton											
Illinois Central											
Freeport Div., I. C.					3	1	1				
Galena Div., C. & N. W.				2	45	31	1		1		
Wis. Div., C. & N. W.				6	38	3	2		1	1	3
Wabash											
C. & E. I.											
C., M. & St. P.	1			4	17	18	22	1			9
Wisconsin Central											
Chicago & Great West.						1					
A., T. & S. Fe											
E., J. & E.					1	1					
Through and special			10		4						
Total each grade	1		11	12	120	66	26	1		2	12
Total spring wheat		1					235		1		14

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C., B. & Q.	152	181	23	58	99	124	206	2
C., R. I. & P.	15	152		1	49	533	175	25
Chicago & Alton	8	48		32	17	55	7	1
Illinois Central	24	137	8	49	4	64	27	7
Freeport Div., I. C.	6	13	1		16	13	52	24
Galena Div., C. & N. W.	22	123	6	22	26	83	217	106
Wis. Div., C. & N. W.		1					1	
Wabash	11	15	1	3	5	5	3	
C. & E. I.	1	115	9	34		125	38	4
C., M. & St. P.	18	49	1	7	24	31	106	48
Wisconsin Central								
Chicago & Great West.		48			182	103	23	9
A., T. & S. Fe	18	72	11	21	14	76	12	
E., J. & E.	10	12		1	262	63	115	136
Through and special	5	31			2	37	19	5
Total each grade	290	967	60	228	700	1312	1006	367
Total corn								4,930

OATS AND RYE.

Railroad.	OATS.								RYE.		
	White.			2	3	W't C.*		No Grade.	2	3	No Grade.
	1	2	3			1	2				
C., B. & Q.	13	211	15	362			1	12	17		
C., R. I. & P.	9	160	8	368			3	3	15		
Chicago & Alton		5		168			3	1	2		1
Illinois Central	11	25	35	465		1	3	1	1		
Freeport Div., I. C.	50	132	3	91				11	5		
Galena Div., C. & N. W.	39	294	16	388			6	12	10		
Wis. Div., C. & N. W.	170	203	2	11				8	1		
Wabash	1	6	2	207			4		2		
C. & E. I.	3	22	3	95			1	2			
C., M. & St. P.	141	613	34	218	1	2	3	4	7		
Wisconsin Central		17		2							
Chicago & Great West.	11	160	23	45			2	4	5		
A., T. & S. Fe	15	44	31	90							
E., J. & E.		8		4							
Through and special		9	13	83				1	2		
Total each grade	463	1909	185	2397	1	3	26	59	67		1
Total oats and rye							5,184				127

* White Clipped.

BARLEY.

Railroad.	Bay Brewing.	Chevalier.						Total No. Cars all Gr'n by Roads
	3	3	2	3	4	5	No Grade.	
C., B. & Q.				39	11	1		1,556
C., R. I. & P.				15	31	9	2	1,608
Chicago & Alton								357
Illinois Central								863
Freeport Div., I. C.				20	42	2		437
Galena Div., C. & N. W.				50	34	13		1,550
Wis. Div., C. & N. W.			6	177	16	2	9	711
Wabash								267
C. & E. I.								453
C., M. & St. P.			2	257	47	16	3	1,834
Wisconsin Central				2				24
Chicago & Great West.				18	16	2		630
A., T. & S. Fe				1				407
E., J. & E.					1			614
Through and special								234
Total each grade			8	579	198	45	14	11,595
Total barley							844	
Total grain, cars								11,595

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, April 10, 1897, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany		40,000	50,000		
Baltimore	463,000	2,701,000	142,000	92,000	
Boston	215,000	839,000	178,000		
Buffalo	587,000	72,000	67,000	113,000	526,000
do. afloat		113,000	81,000		
Chicago	9,683,000	7,965,000	5,999,000	1,276,000	156,000
do. afloat	351,000	3,991,000	618,000	281,000	97,000
Cincinnati			10,000		48,000
Detroit	255,000	32,000	22,000	37,000	16,000
Duluth	6,666,000	52,000	2,122,000	895,000	1,313,000
do. afloat	918,000				
Indianapolis	74,000	53,000	1,000		
Kansas City	201,000	163,000	182,000	5,000	
Milwaukee	205,000	3,000	9,000	457,000	69,000
do. afloat					95,000
Minneapolis	14,159,000	93,000	961,000	37,000	93,000
Montreal	516,000	21,000	837,000	74,000	42,000
New York	1,115,000	3,642,000	1,745,000	246,000	122,000
do. afloat	399,000	33,000			22,000
Oswego	7,000				33,000
Peoria	25,000	98,000	42,000	8,000	19,000
Philadelphia	167,000	1,412,000	30,000		
St. Louis	444,000	997,000	129,000	18,000	12,000
do. afloat		257,000	35,000		
Toledo	935,000	1,855,000	47,000	113,000	
do. afloat					
Toronto	156,000		63,000		42,000
On Canals					
On Lakes	165,000	285,000			
On Miss. River		250,000	7,000		
Total	37,706,000	24,967,000	13,287,000	3,642,000	2,705,000
Corresponding date 1896	59,330,000	16,847,000	9,250,000	1,509,000	1,099,000

GRAIN IN STORE AT OTHER POINTS.

In addition to the above there was in store, at the points named below, on the tenth day of the month, the following grain:

	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
April 10, 1897	75,352	1,571,349	220,249		67,795
April 10, 1896					

The grain included in foregoing table was stored at the following points:

Erie, Pa., 66,500 bushels wheat. Reported by D. Benson, Secretary Board of Trade.

Newport News, Va., 484,445 bushels corn; 22,280 bushels oats; 67,795 bushels barley. Reported by W. S. Upshur, agent Chesapeake & Ohio Grain Elevator Co.

Galveston, Texas, 387,973 bushels corn. The total shipments of grain from Galveston during March, compared with March, 1896, were: Wheat, 8,006 bushels, against none; corn, 850,178, against 703,304 bushels. Reported by J. J. Davis, Assistant Secretary Galveston Wharf Co.

Ogdensburg, N. Y., 688,000 bushels corn; 180,000 bushels oats. Reported by J. G. Westbrook of the Ogdensburg Terminal Co.

Richmond, Va., 8,852 bushels wheat; 10,931 bushels corn; 17,969 bushels oats. Reported by F. E. Swain, agent in charge of Richmond Elevator.

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending April 10, as compared with same weeks last year, have been as follows:

Articles.	For week ending April 10.		For week ending April 3.	April 4.
	1897.	1896.	1897.	1896.
Wheat, bushels	640,000	624,000	1,022,000	599,000
Corn, bushels	4,199,000	1,599,000	4,406,000	1,961,000
Oats, bushels	406,000	313,000	738,000	323,000
Rye, bushels	56,000	9,000	66,000	44,000
Flour, barrels	160,500	220,700	282,200	174,300

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the forty weeks ending April 3, for the last three years, according to the Cincinnati Price Current were as follows:

	1896-97.	1895-96.	1894-95.
St. Louis	10,631,000	10,737,000	8,340,000
Toledo	6,934,000	5,554,000	13,794,000
Detroit	2,730,000	2,038,000	3,695,000
Kansas City	7,064,000	7,577,000	6,003,000
Cincinnati	1,015,000	865,000	934,000
Winter	28,374,000	26,771,000	33,066,000
Chicago	17,519,000	21,071,000	22,176,000
Milwaukee	6,808,000	8,529,000	5,593,000
Minneapolis	53,096,000	66,639,000	44,855,000
Duluth	42,120,000	49,374,000	30,804,000
Spring	119,536,000	145,613,000	103,428,000
Total, bus. 40 weeks	147,910,000	172,384,000	136,494,000

Items from Abroad

India's official crop report, issued April 5, makes the wheat area sown 20 per cent. below the average.

France imported during February 23,500 quarters wheat (of 480 pounds each), and 11,500 sacks flour, exporting 7,000 sacks flour and no wheat.

Peru wants to make a reciprocity treaty with the United States, discriminating in favor of California wheat and flour in exchange for lower duties on its sugar.

India has not imported grain to any extent. There is a population of near 300,000,000, which the small amount of wheat consumed in that country does little to feed. Rice is the principal food grain.

Appeals for corn to be sent to India have met with quite generous responses. R. G. Hobbs of Jacksonville, Ill., has reported to the Methodist ministers that there are prospects for securing three shiploads of corn.

The cereal crops never have, and probably never will have, a profitable cultivation on the island of Cuba. Corn is raised on a small scale, while wheat and oats are never grown at all. There are very few or no flour mills.

Argentine exports in 1896, compared with 1895, included the following, in tons: Wheat, 582,017, against 1,046,000; corn, 1,631,128, against 804,509; flaxseed, 224,356, against 252,249; hay, 733,637, against 455,171.

Spain imported during January 83,000 quarters wheat (of 480 pounds each), and exported 57,000 sacks flour. The net importation in the six months ending January was 307,000 quarters, against 147,000 quarters in the corresponding six months last season.

Belgium imported during February 290,000 quarters wheat (of 480 pounds each), and 2,000 sacks flour; the exports included 56,000 quarters wheat, and 7,000 sacks flour. The net imports of wheat and flour in the six months ending February totaled 2,411,000 quarters, against 2,436,000 quarters in the corresponding period a year ago.

A fresh conflict is said to be impending between the German government and the corn dealers. The latter, since the close of the Corn Exchange, have been holding private meetings in their own offices every day for the purpose of transacting business. The Imperial Commissioner of the Stock Exchange has now decided that these meetings, although taking place in private offices, really constitute regular bourses, and as such are illegal and prohibited. On the other hand, the corn dealers declare that they do not propose to permit the government to ruin them by forcing them out of business.

Italy imported from Aug. 1 to Dec. 31, 1896, compared with the same time of the previous year, wheat 760,500, against 1,561,000 quarters (of 480 pounds each); corn, 223,500, against 294,000 quarters (of 480 pounds each); barley, none, against 118,000 quarters (of 400 pounds each); oats, 1,300, against 39,000 quarters (of 304 pounds each); rye, 14,400, against 11,500 quarters (of 480 pounds each). Exports during the same periods were, in quarters: Wheat, 620, against 880; corn, 17,300, against 34,000; barley, 4,910, against 29,500; oats, 680, against 500. Italy imports no wheat from America, most of it coming from Russia.

A bill is before the British Parliament providing for the sale of "corn" by the hundredweight of 112 pounds. The bill provides that the term "corn" shall include wheat, barley, oats, rye, maize, peas, beans, vetches, flour, meal, bran and sharps, and all grasses. From and after the commencement of this act, no contract, bargain, sale, or dealing for or relating to corn shall be made or had in terms of or by a reference to measure of capacity, and if so made or had or attempted to be made or had, the same shall be null and void. So the hundredweight seems to have taken the place in the affections of the one weight advocates formerly held by the cental, but wherefore is a mystery.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 19 months ending with March, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August	1,770,160	1,257,850	1,060,659	538,860
September	1,627,480	1,799,050	1,399,514	1,159,128
October	2,014,920	1,957,450	515,159	1,026,467
November	874,640	1,202,300	259,916	462,422
December	643,272	817,650	5,692,037	452,984
January	362,500	493,900	230,267	214,513
February	344,520	359,700	137,185	189,892
March	307,980	384,450	207,725	303,301
April		247,500		259,137
May		273,350		447,311
June		237,600		257,531
July		409,750		546,239
Total bushels	7,945,472	9,458,550	9,502,462	5,857,785

WHEAT AND AIR CASTLES.

When the stubble comes a peeping through the snow,
The wheat grower of the West doth know
That the sun's a little brighter,
And his heart's a great deal lighter,
When the stubble comes a peeping through the snow.

When the stubble comes a peeping through the snow,
In his mind he sees his wheat begin to grow;
And he sees his golden fields
Wave with forty bushel yields,
When the stubble comes a peeping through the snow.

That same night he seeks his cronies 'round the bar,
And each one of them convinces, "then and thar,"
And they all begin to holler
For wheat sold at a dollar,
Ere the stubble's covered o'er again with snow.

But when bleak November winds begin to blow,
And he sees his stubble drifting full of snow,
He in his jeans doth shiver
And ejaculates "I niver, thorht the price way down ter
fifty cents 'ud go!"
—W. C. N. in Cincinnati Price Current.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

MICHIGAN, Monroe, Monroe Co., April 1.—Farmers are sowing oats. Wheat looks well. JOHN PLEWES.

IOWA, Tremaine, Hamilton Co., April 2.—There has been a great deal of wheat sown here this spring. P. B. OSBORN.

ARKANSAS, Paragould, Greene Co., April 2.—Wheat looks fine here, and we are looking for a large yield. J. E. CRICHLOW.

MINNESOTA, Thief River Falls, Polk Co., March 29.—It will be about three weeks before the fields will be clear of snow so that farmers can begin seeding. F. RICHTER.

OHIO, Lemert, Crawford Co., April 7.—The farmers feel jubilant over the present outlook for the coming wheat crop. As far as my own observation goes it is in fine condition. JOHN HEALE.

CANADA, Ontario, Port Arthur, April 8.—Seeding is expected to commence in Manitoba the fifteenth of this month, and the amount of land ready for seeding is very large. JOSEPH KING & CO.

ONTARIO, Galetta, Carleton Co., April 2.—Wheat was a good crop last year, and the farmers are going to seed more to wheat this season than last. Wheat is selling at 80 cents, oats 17 cents, peas 35 cents, hay $9 per ton. JAS. WHYTE.

NEBRASKA, Cook, Johnson Co., April 4.—Wheat is in bad shape, and at present cannot tell much about the facts. There will probably be one-half a crop. In some places there will be a full crop, and in others the crop is gone. T. E. MILLAR.

ILLINOIS, Mt. Pulaski, Logan Co., April 13.—The weather is cool, wet and unfavorable for farming. Oats are about two-thirds sown, but most of them badly put in. Seventy-five per cent. of the acreage of winter wheat has been killed. Z. K. WOOD.

MICHIGAN, Corunna, Shiawassee Co., April 10.—In my judgment no more wheat remains in farmers' hands or in elevators than is necessary to supply the local milling demand. The acreage sown and condition is about 95 per cent. of a full crop. R. CRANDELL.

INDIANA, Goshen, Elkhart Co., April 1.—Growing wheat in this section looks well, having been favored with timely snows during the winter. Some of the farmers, however, predict that some of the wheat will be shriveled, and that there will be more of it than last year. WM. G. CLARK.

INDIANA, Carlisle, Sullivan Co., April 10.—The acreage of growing wheat here is small. The growing crop is in poor condition. There will be comparatively none raised. We think there will be not over one-fifth of a crop. There is none in store or in farmers' hands. ROBERTS & ALUMBAUGH.

KANSAS, Bolton, Montgomery Co., April 12.—There is probably an average acreage of growing wheat, the usual amount being sown. It is fair to good in condition. There is scarcely any old wheat in farmers' hands. Some corn is being held for better prices by parties who are able to do so. FARLOW & CO.

ILLINOIS, Arcola, Douglas Co., April 10.—The outlook for spring crops is pretty gloomy; at this date there is no oats sown, and no ground plowed. It has been raining for 36 hours, and there are good prospects for still more rain. Fields are flooded with water, and rivers are extremely high. All bottom land is overflowed. Unless the rain stops now there will be very little oats sown. There is very little wheat sown in this region, and what there is looks poor. Taking it altogether the outlook for the farmers is pretty discouraging. S. L. WOODWORTH.

OHIO, Broadway, Union Co., April 9.—There is about 10 per cent. of land in wheat, and about 30 per cent in meadow, with about 30 per cent. of the balance in pasture and oats. There is about 20 per cent. of corn on hand with farmers. We have about 5,000 bushels. Wheat looks well. SANDERSON, FOX & FOGLE.

MISSOURI, Blackburn, Saline Co., April 10.—The acreage of wheat in this district is an increase of 10 per cent. over last year, while the condition is not over 60 per cent., if this is not too high. There is practically no wheat in farmers' hands, not over 3,000 bushels in our territory. There is none in store. CATRON & PELOT.

OHIO, Barnesville, Belmont Co., April 1.—We have fine prospects for a full crop of wheat this year. We have rarely had better at this date. There is quite an amount of good two-year-old wheat being sold this spring. Farmers have held as long as they could, and are selling now to save paying taxes the second time. S. C. HILLS & BRO.

KANSAS, Kansas City, Jackson Co., April 8.—The reports that I have so far received from various sections of Kansas are as a whole decidedly favorable for a large crop of wheat. Some few counties report damage from frost 20 to 50 per cent., but in these counties the balance of the acreage is doing remarkably well. E. D. BIGELOW, Secretary Board of Trade.

NEBRASKA, Alma, Harlan Co., April 12.—The acreage of winter wheat here is very small. We have a very fair acreage of spring wheat, and it would have been larger but for the continuous wet weather. I think there are about 600,000 bushels of corn held by speculators, and 250,000 bushels by farmers that will go to market sooner or later. There is scarcely any wheat or oats being held. S. JENKINS.

NEBRASKA, Abie, Butler Co., April 10.—There is very little winter grain in this district, but what there is, is good. The condition of the spring grain is good, and the acreage of all small grain is about 35 per cent. of all cultivated land. The stock of corn in store and in farmers' hands is about 80 per cent., of wheat and oats about 20 per cent. SHONKA & COUFAL.

KANSAS, Baxter Springs, Cherokee Co., April 11.—The acreage of wheat is some smaller than it was in 1894, but larger than in 1895 and 1896, and the general condition is fine and healthy. Small acreage of oats, but coming up well, about the usual acreage of flax being sown. Corn planting late, and ground in poor condition, too much wet weather during the months of February and March, even up to this time. C. A. CHILDS.

NEBRASKA, Alexandria, Thayer Co., April 12.—Winter wheat is a failure in this district. There is some spring wheat in, but late. Oats is a small acreage, and is all sown. The ground is in nice shape, the best it has been in three years. There is no wheat in store, or in farmers' hands. The oats are not good for anything. Corn has been shipped from this station amounting to 200,000 bushels, and is about one-half gone. GEO. WILSON.

INDIANA, Burrows, Carroll Co., April 12.—We hardly know what to say in regard to the wheat crop, but think that in comparison with last year, there will be only about 80 or 90 per cent. of acreage sown that will be reaped this harvest. The condition of the growing crop has improved some in the last 10 days from the rain and cool weather. We think it will make on an average about 8 to 10 bushels per acre. The amount of wheat in store and in farmers' hands is very small, hardly worth speaking of it. McCORMICK BROS.

TENNESSEE, Clarksville, Montgomery Co., April 10.—The best information we have is that wheat is all looking well at present, and indications point to 90 per cent. of an average crop. The outlook for corn is discouraging. There is very little planted on hill land, and that was two weeks late. The ground is too wet for plowing, and the balance of the hill crop will be 30 days late. The river bottoms where our main crop of corn is raised are covered with water. It will take an early fall of the water and an exceptionally favorable season to make anything like a fair crop in this section. F. P. GRACEY & BRO.

MICHIGAN.—The Michigan crop report for April, issued by Washington Gardner, Secretary of State, April 8, 1897, states that cool, wet weather prevailed in September, 1896, the temperature being below and the rainfall in excess of the normal, but in October the weather was unusually cold and dry, and on November 1 the wheat plant was small though in healthy condition. December 1 the average condition in the state was 91. During the winter the weather was not specially unfavorable, and while in individual fields and localities wheat may have been more or less damaged, there has been no general or severe winter-killing throughout the state. The average condition in the state, April 1 was 87; in the southern counties, 86; in the central, 87, and in the northern, 91; comparison being with average years. One year ago the average condition in the state was 86; in 1895, 85, and in 1894, 90. The amount of wheat reported marketed in March is 657,428 bushels, and in the eight months, August-March, 7,534,871 bushels, which is 221,635 bushels more than reported marketed in the same months last year. The average condition of clover meadows and pastures is, in the southern counties, 91 per cent.; central, 87; northern, 89, and state, 90. Live stock is reported in good condition, the averages ranging from 95 to 98 per cent.

OHIO.—The Ohio crop bulletin for April shows a slight improvement in the condition of the growing wheat crop over that of March 1. The report says: In some localities of the state the wheat is reported as advanced since March 1, while in other localities quite the reverse is true, so that one condition about balances the other. The month of March has not been favorable to wheat in all sections of the state, otherwise a considerable improvement would have been shown. The plant has suffered from cold, wet weather, and growth and vigor retarded. While the wheat is not so large as it would have been under more favorable weather conditions throughout the state, that which has escaped serious injury from the causes named is healthy and vigorous of root, and requires only favorable weather for rapid growth and good results. The condition of corn in the crib is favorable compared with a good average condition. Many ears are found to be moldy at the cob, the result of wet and heat. WHEAT—Condition compared with an average, 85 per cent. Wheat crop of 1895 still in producers' hands, 14 per cent. BARLEY—Condition compared with an average 80 per cent. RYE—Condition compared with an average, 68 per cent. CORN—Condition in crib compared with an average, 94 per cent.; cut up last fall for fodder, 86 per cent.; remained unhusked during winter, 8 per cent.; damage to unhusked during winter, 12 per cent.

KENTUCKY, Lucas Moore, Commissioner of Agriculture, reports on the condition of Kentucky crops April 1 as follows: Wheat.—The wheat crop shows material improvement during the month. The average condition on April 1 is 94, as against 88 on March 1 last, and 69 on April 1, 1896. The growth has been very rapid during the month, and the plant is generally in a vigorous condition. There has been some drawbacks in the way of the fields becoming furrowed by the very heavy and continuous rainfall, and by overflow in the lowlands. There is some danger of the crop becoming so forward as to suffer serious injury in the case of a late freeze. Farmers are guarding against this to a great extent by grazing it off. It is gratifying that the expected injury to early wheat from Hessian fly, indicated in March report, has not materialized. In only two counties, Logan and Lincoln, is any mention made of damage from this insect. Late wheat, which looked to be a failure a month ago, has improved to such an extent that the loss of acreage by plowing up or planting to other crops averages but 3 per cent. for the state. OATS—The oat crop, owing to the continued rains, will be at least three weeks later than an average year. The most favorable report does not indicate that more than 50 per cent. of the crop was in the ground on April 1, and in some counties the sowing had barely begun on this date. The average estimated acreage for 1897 is 80 per cent. of the acreage of 1896. Every section of the state reports farmers very far behind with spring work. It seems almost assured that the corn crop as well as the oat crop will be late, and a continuation of adverse conditions will make the situation serious.

GOVERNMENT CROP REPORT.—The United States Department of Agriculture, Division of Statistics, Washington, D. C., on April 10, issued the following: The report of the Department of Agriculture for April 1 makes the average condition of winter wheat 81.4, against 99.5 December 1, 77.1 last April, and 81.4 at same date in 1895. Leading winter wheat states show averages as follows: Pennsylvania, 96; Ohio, 83; Michigan, 85; Indiana, 65; Illinois, 40; Missouri, 60; Kansas, 80; California, 99. The average rye condition was 88.9, against 82.9 last year. The condition of the soil at time of seeding was favorable throughout the country, a few scattered counties reporting it too dry or too wet, so that by December 1 a crop nearly standard was indicated. The falling off since December, greatest in Illinois, but strongly shown in every neighboring state, and making an average of 18 per cent. for the whole country, is due to the sharp freezes of early winter. Snow covering was ample in the Rocky Mountain states and westward, but elsewhere to the east it was scanty. The deficiency caused little damage along the Atlantic slope, where the winter was mild, and the favorable early indications continue, no important wheat state showing a condition under 95. The condition of winter wheat is reported below average in Great Britain, France and Holland, because of excessive rains, but favorable in Central and Eastern Europe. In Southern Russia there have been extensive resowings, but the wet weather has

so delayed field work in Western Europe that the spring wheat area will be greatly cut down, the shortage in France alone being 750,000 acres.

MISSOURI.—Secretary Rippey, of the State Board of Agriculture, reports the prospects for wheat are extremely poor, the weather being unfavorable both during the seeding time and throughout the winter. The estimated acreage at harvest time is 1,130,000, as compared with 1,270,000 for last season. In some of the southwest counties large tracts are under water, and will be a total loss. In North Missouri the conditions are extremely unfavorable, both prairie and hill land wheat being dead to a great extent. The fields that will be permitted to stand to harvest, by reason of dead streaks and spots, will yield only 65 per cent. of an average crop. However, the outlook for wheat, adds the report, may be changed by favorable conditions during the next month, and a larger crop than expected may come from what looks now like a failure. The continued wet weather has prevented the planting of oats over the greater parts of the state. The estimated acreage is 93 per cent. of that of 1896, putting the number of acres at 1,060,000. Unless the continued rains cease this estimate acreage will be materially decreased.

W. O. Lowe has engaged in the hay, feed and flour business at Montpelier, Vt.

It will pay shippers to give attention to the kinds of hay in demand at receiving points.

Hay shippers should consider it a duty never to ship hay to a market before making a careful investigation as to who receives it.

Wm. Kay's large storage house for hay, straw and feed at Yonkers, N. Y., was destroyed by fire April 5, causing a loss of $4,000.

He is not an extraordinarily wise shipper who always fills his cars full so as not to pay freight for what he doesn't ship, but he is a foolish one who doesn't do so.

Chas. W. Ridgway has been appointed receiver for J. F. Baker, dealer in hay and feed at 68 Seventh Avenue, New York City. Mr. Baker has been in business eight years.

Every commission man will tell you that the better grades of hay are almost always less than the demand, while the lower grades are the reverse. It pays to ship good hay.

It is remarkable that so little good hay is being received at terminal markets. Its scarcity even makes some demand for the poorer grades, of which there is plenty, of course.

What good times there would be for the hay trade if commission men could only compel buyers who want good hay to buy poor hay; or if shippers could only be persuaded not to ship poor hay when it can't be sold. But the millennium is a long way off.

The Western Freight Association lines adopted new rates on hay and straw from Missouri River points to Mississippi River, Peoria and Chicago on March 25. From Southwestern Missouri River points to the Mississippi River the rates are 12½ cents per 100 pounds; to Peoria, 12½ cents, and to Chicago 15 cents; these rates to apply on shipments reconsigned or handled at the Missouri River. The rates from Missouri River points proper are: To the Mississippi River, 12½ cents; Peoria, 15 cents; Chicago, 17½ cents.

The Trade Bulletin of Montreal, Canada, reports very poor prospects for the Canadian hay trade. It says: Farmers are at last beginning to wonder how they will be able to dispose of the large quantities of hay on hand from last year's crop. At this time last year a very large proportion of the reserves in first hands had been shipped from the province of Quebec to Ontario and the United States at much higher prices than those now ruling. Quite a lot of No. 1 and No. 2 has been sent to the States lately. There is still some clover going forward to England via American ports; but it has to be bought at very low prices in order to admit of shipment upon a paying basis. The outlook for hay is not very bright, as the duty of $4 per ton going into the United States will render it prohibitory, and therefore the only outlet would seem to be the English market, at low prices. It is estimated that our farmers could easily spare 200,000 tons for export; but the question arises, where is that quantity to be placed after the American market is closed to us? Freights have advanced from the seaboard, and consequently it is more difficult to do business with England.

Commission men do not make the market; they can only take advantage of it. Therefore if hay shippers give no regard at all to the state of the market or its requirements, they should not blame the commission man. One commission man gives utterance to a grievance of this nature: "In the face of prompt and positive warning that the market is overstocked and weak, the heaviest receipts will be recorded, and when ordinary and poor hay is quoted as practically unsalable, a review of the hay on the tracks almost any day will show from 50 to 99 per cent. of the hay on track to be of the common and poor qualities.

An order was recently passed by the city council of Boston, Mass., requesting the mayor "to inquire into the methods of weighers of bundled hay and straw, and ascertain whether or not the provisions of the public statutes are being complied with, and report the result to this board at the earliest possible day." The hay shippers of New York, Canada and the West are shipping hay to Boston, which, it is claimed, is marked from 5 to 30 pounds a bale above actual weight, and the hay consumers of Boston are receiving about 1,500 pounds for a ton. This was the argument advanced by the advocates of the order. It was introduced by request.

Terminal facilities are among the first requisites of a good market for hay as well as anything else. But terminal facilities are just what most of the hay markets of the country lack; not because the railroads do not handle a great deal of hay, for they do. Terminal facilities in the way of warehouses where hay can be unloaded, inspected and graded upon arrival, are necessary to the hay trade, and the sooner they are established at all important markets the better. How can this be brought about? Possibly through the efforts of the National Hay Association. But all hay men should be interested in the subject, and they may help bring the reform about by making complaints or suggestions to W. W. Granger, Cincinnati, Chairman of the Transportation Committee of the National Hay Association, who is anxious to get data regarding the lack of proper warehouse and terminal facilities for handling hay.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics, hay amounting to 15,578 tons, valued at $129,192, was imported during February, against 28,441 tons, valued at $271,765, in February preceding; and during the eight months ending with February 84,088 tons, valued at $735,466, were imported, against 220,240 tons, valued at $1,960,648, imported during the eight months ending with February preceding.

Of imported hay, none was exported in February, and none in February, 1896. During the eight months ending with February, 67 tons were exported, against none exported during the eight months ending with February, 1896. Of domestic hay we exported 4,705 tons, valued at $65,117, in February, against 5,691 tons, valued at $82,086, in February, 1896; and during the eight months ending with February, 35,508 tons, valued at $527,477, were exported, against 36,478 tons, valued at $544,497, during the eight months ending with February, 1896.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending March 20 receipts of hay were 3,486 tons, against 4,170 tons the previous week. Shipments were 506 tons, agains 680 tons for the previous week. A very quiet market was experienced. The offerings were only moderate and a fair inquiry existed for strictly choice, sound timothy and prairie hay. Low and medium were very dull. Not so much of this class of stock pressing on the market, but the demand shows no improvement. Prices ruled steady and without material change.

During the week ending March 27 receipts were 3,251 tons, shipments 495 tons. A quiet and rather firm market was witnessed. The arrivals were smaller, and while the demand was only moderate, it was sufficient to absorb all the choice sound hay offered. Prices ruled firm, and in some instances a shade higher. Medium grades met with a little more inquiry on account of the scarcity of good hay, and the market is being cleared up of the recent accumulations. Poor and damaged hay still very dull and no improvement can be noted.

During the week ending April 3 receipts were 3,062 tons, shipments 553 tons. The market for choice, sound timothy and prairie hay ruled firm. Arrivals only moderate, and the local demand was good. Shipping inquiry fair. Prices steady and unchanged. Poor and wet hay was in liberal supply and very dull. Scarcely any demand, and it was difficult to dispose of consignments. Sales of choice Timothy ranged at $9.00@10.00; No. 1, $8.00@8.50; No. 2, $7.00@7.50; not graded, $5.00@9.00; No Grade, $4.00@5.00. Choice Prairie, $7.00@8.25; No. 1, $6.00@7.00; No. 2, $5.00@6.00; No. 3, $5.00. Rye straw sold at $5.50@7.75.

During the week ending April 10 receipts were 3,554 tons, shipments 392 tons. The offerings of strictly choice sound timothy and prairie hay were light during the past week, and a good local demand existed. A firm feeling prevailed with no particular change in prices. Poor and medium grades were very dull. The bulk of the arivals consisted of these off grades for which there was little or no demand, and receivers found it almost impossible to dispose of consignments. Prices ruled irregular and weak, depending entirely on the condition. Sales of Choice Timothy ranged at $9.00@10.00; No. 1, $8.00@9.00; No. 2, $7.00@7.50; No. 3, $6.00@6.25; not graded, $5.00@8.75; No Grade, $4.00. Choice Prairie, $7.25@9.00; No. 1, $6.00@7.00; No. 2, $5.50; No. 3, $5.00; No. 4, $4.50@5.00. Rye straw sold at $7.00@8.00; wheat straw at $5.50@6.50, and oat straw at $5.00@6.00.

PERSONAL

J. S. Anderson has taken charge of J. Q. Adams & Co.'s elevator at Savanna, Ill.

William Burroughs has accepted a position with the Waterboro Grain Co. at Waterboro, Maine.

W. A. Perley, formerly of Northampton, Mass., has taken charge of Potter Bros. & Co.'s grain and feed store at Orange.

James W. Whitney, of the Whitney Elevator & Warehouse Co., Rochester, N. Y., has returned home after an extensive trip to the South.

Geo. S. Colby, formerly grain inspector at Kansas City, has been appointed Assistant State Grain Inspector by W. W. Culver, State Grain Inspector.

Geo. P. Wright of Columbia County has been appointed Chief Grain Inspector of Washington, succeeding P. W. Lawrence. His headquarters will be at Tacoma.

Louis H. Pendleton of Yantic, Conn., and Miss Hannah A. Mulkins of Sprague were married recently. Mr. Pendleton conducts a grain business at Yantic, where the couple will live.

Thomas Nims, who formerly had charge of Potter Bros. & Co.'s grain and feed store at Orange, Mass., has taken a position with H. G. & G. D. Meserve & Co., grain dealers of Northampton.

Harry Mann has taken charge of O. M. Rosencrans' elevator at Bellflower, Ill., for Carrington & Hanna of Chicago, who recently purchased it. Mr. Rosencrans has retired from the grain business.

R. E. Pratt, of the firm of Pratt & Co., grain exporters of Decatur, Ill., and Vice-President of the Decatur Cereal Mill Co., has gone to Europe for an extended trip, during which he will extend the connections of his houses abroad.

C. B. Congdon, of the firm of C. B. Congdon & Co., commission merchants of Chicago, and a well-known member of the Board of Trade, has moved to Cleveland. Mr. Congdon is a member of the new Cleveland Elevator Co., which will have charge of the big house being built by the Big Four road at Cleveland.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during the eight months ending with February, according to the last report of the Bureau of Statistics, was $1,759,987, against an amount valued at $2,025,199 during the corresponding months ending with February preceding. The amounts imported during the eight months ending with February, compared with amounts imported during the eight months ending with February, 1896, were: Barley, 894,374 bushels, against 680,137 bushels; corn, 5,151 bushels, against 3,357 bushels; oats 37,180 bushels, against 11,137 bushels; oatmeal, 1,464,741 pounds, against 278,276 pounds; rye, 70 bushels, against 129 bushels; wheat, 949,653 bushels, against 1,614,180 bushels; wheat flour, 1,812 barrels, against 1,112 barrels; all other breadstuffs imported were valued at $712,272, against an amount valued at $675,696, during the eight months ending with February, 1896.

Exports of foreign breadstuffs during the eight months ending with February were valued at $695,444, against an amount valued at $1,222,508, during the corresponding months ending with February, 1896. The amounts exported during the eight months ending with February, compared with amounts exported during the eight months ending with February, 1896, were: Barley, 9,476 bushels, against 8,396 bushels; oats, 19,202 bushels, against 2,426 bushels; oatmeal, 630 pounds, against none during the corresponding period ending February, 1896; wheat, 913,637 bushels, against 1,850,659 bushels; wheat flour, 1,310 barrels, against 209 barrels; the value of all other breadstuffs exported was $2,848, during the eight months ending with February, against an amount valued at $3,976 during the eight months ending with February, 1896.

ELEVATOR AND GRAIN NEWS

An elevator may be erected at Luton, Iowa.

An elevator is to be erected at Lockwood, Mo.

A new elevator will soon be erected at Sciota, Ill.

An elevator is to be built at Towner, N. D., this spring.

U. M. Holmes is remodeling his elevator at Cooksville, Ill.

H. P. Rickert may engage in the grain business at Transfer, Pa.

F. B. Watson, dealer in grain etc., at Spencer, Mass., has assigned.

C. W. George, grain dealer of Redwood Falls, Minn., has assigned.

The Crescent Grain Co. is building a corn crib 120 feet long at Covel, Ill.

Jakway & Murray of Goodland, Ind., will build a 25,000-bushel elevator.

A receiver has been appointed for Posson's seed store at Portland, Ore.

T. J. Kizer, grain dealer of Hammond, Ill., is erecting a new elevator.

D. M. Hunter of Burt, Mich., is talking of erecting an elevator at that place.

B. F. Rork is about to build a large broom corn warehouse at Sullivan, Ill.

L'Heureux & Payens have opened a grain and hay store at Lewiston, Maine.

Hoffman, Ahlers & Co. will build an improved distillery at Louisville, Ky.

J. L. Farrish has bought a half interest in the elevator at Effingham, Kan.

Empey & Woodard will build an elevator this spring at Farmington, Minn.

It is rumored that an elevator will be built at Dunkirk, N. Y., in the near future.

Sutherland & Schultz have purchased the Mershon Elevator at Vermont, Ill.

W. H. Ferguson, grain dealer of Hastings, will build an elevator at Ong, Neb.

John Walther intends to erect an elevator and warehouse at Oconomowoc, Wis.

G. Eikmeier, dealer in grain, hardware, etc., at Timothy, Wis., assigned recently.

M. McGraw & Co. will erect a 30,000-bushel elevator at Newton, Kan., this spring.

Grant Crossman, feed dealer of Fulda, Minn., is building an elevator at that place.

The Castles Grain Co. of Ft. Worth, Texas, is reported to have gone out of business.

James Green of Sheffield may erect an elevator at Latimer, and also at Popejoy, Iowa.

F. W. Stine & Co. have purchased Geo. R. Ashman & Co.'s grain business at Gilman, Ill.

J. Cronan of Rose Creek, Minn., is buying grain at Fairbanks's elevator at Oakland, Minn.

Preparations are being made for the building of Wagner's new elevator at Hinckley, Ill.

Downing & Blaeser, dealers in grain, etc., at Hawarden, Iowa, have dissolved partnership.

J. E. Bennett has opened a grain, feed and flour store on Canal Street, Schuylerville, N. Y.

O. J. Stowe is erecting an elevator at Beverly, Ohio, and may also put in machinery for a mill.

Mike Weidener, grain dealer of Claytonville, Ill., is preparing to erect an elevator at that place.

The Farmers' Elevator Co. has been incorporated at Faribault, Minn., by S. J. Leahy and others.

The Spaulding Elevator at Mapleton, Minn., which was closed some time ago, has resumed work.

The Hubbard & Palmer Co. has succeeded Hubbard & Palmer, grain dealers of Mankato, Minn.

The Spencer Grain Co. is building an elevator at Spencer, Iowa, which will be completed by May 1.

The Peavey Elevator at Herman, Neb., has been closed, and will not be reopened until June or July.

Smith & Cogswell of Plainville, Mass., will engage in the grain, feed and coal business at Hadley.

Carrington, Hannah & Co., grain merchants of Chicago, Ill., have bought O. I. Rosencrans' elevator at Farmer City. Harry Mann has been engaged to manage the business at that point.

Dow & Co., grain dealers of Annawan, Ill., will build a new elevator and large corn crib this season.

The Hodgson Cotton Co. is considering the question of erecting a cottonseed oil mill at Athens, Ga.

The Grand Trunk R. R. is contemplating the erection of a 600,000-bushel elevator at Collingwood, Ont.

The old Hirsch Elevator at Warrensburg, Mo., is being remodeled and will be equipped as a flouring mill.

Joseph Good & Son have placed a new belt conveyor in their elevator at Cincinnati, Ohio, 200 feet long.

James Watkins of Milford, Mich., has bought and is operating A. J. Keary's elevator at Hamburg, Mich.

Paul Suberielle and Nicholas Muller of New Iberia, La., will establish a 200-barrel rice mill at that place.

Ray & Rice, grain dealers of Camden, Ind., have placed a new and larger engine to operate their elevator.

Andrews & Gage will rebuild their elevator at Drayton, N. D., which was destroyed by fire recently.

Work has been commenced on the construction of an elevator for J. L. Hayes & Co. at Lewiston, Maine.

There is no elevator at Saunemin, Ill., and there is talk of one being erected at that place in the near future.

T. C. Colhower is erecting an elevator at Toluca, Ill., to take the place of the one recently destroyed by fire.

Farmers in the vicinity of Mountjoy, Ill., are organizing a stock company for the purpose of handling grain.

A starch factory is being erected at City of Mexico, Mexico, the machinery for which was purchased at Cincinnati.

J. A. Englehart has about decided to erect an elevator at Raymond, Minn., to be completed before the next harvest.

A Farmers' Elevator Co. has been organized at Mantorville, Minn., where a 15,000-bushel elevator will be erected.

Lewis Mayo of Leavenworth, Kan., one of the oldest seed and implement dealers in the state, assigned recently.

The grain firm of Robertson & Leach are making extensive improvements and repairs in their elevator at Mansfield, Ill.

A cotton seed oil mill may be established at Victoria, Texas, where a company is being organized for that purpose.

Frank Smith has engaged in the grain business at Fennimore, Wis., where he has bought an interest in an elevator.

E. D. Russell will engage in the grain business at Defiance, Ohio, where he has commenced the erection of an elevator.

The Weller Mfg. Co. is furnishing a complete outfit of grain elevating machinery to Logeman Bros. of Milwaukee, Wis.

Buckley Bros., grain dealers and grocers of Kingman, Ohio, are contemplating the erection of an elevator at that place.

The W. W. Cargill Co. of La Crosse, Wis., is reported to be negotiating for the erection of an elevator at Eau Claire.

The firm of Thiesen & Schlosser, grain dealers of Howard, S. D., has been dissolved, Mr. Thiesen continuing the business.

J. O. Stevens and Canning Moore have formed a partnership at Lancaster, N. H., and are dealing in grain, feed, flour, etc.

Hunter & McBride are preparing to erect an elevator at Hamburg, Iowa, on the site of the one recently destroyed by fire.

The Lawrenceburg Elevator and Storage Co. has been incorporated at Lawrenceburg, Ind., with a capital stock of $10,000.

A. B. Cohee & Co., grain dealers of Bringhurst, Ind., will at once rebuild their elevator, which was recently destroyed by fire.

The Tripp Elevator at New York City will be sold at auction and be removed to make room for improvements of the harbor.

C. F. Orthwein & Sons, the St. Louis grain merchants who recently moved to Kansas City, have arranged to operate a system of elevators on the new Pittsburg & Gulf R. R. The arrangement includes the operation of a 1,000,000-bushel elevator at Port Arthur, Texas, which the railroad intends to build.

C. A. Bamber is building for H. D. Wagoner of Hinckley, Ill., an elevator of 90,000 bushels' capacity. It will have 17 bins.

M. A. Ferguson has put in a new boiler at his elevator at Odell, Ill., and is now operating the elevator after a short shut down.

The large new elevator at Portland, Maine, which was designed by John S. Metcalf & Co. of Chicago, was put in operation March 17.

The firm of Gray & Morse, dealers in grain and coal at Belvidere, Ill., has been dissolved. S. E. Morse will continue the business.

W. D. Johnston has succeeded the firm of Woodward, Parrish & Johnston, grain dealers of Roseville, Ill., and will continue the business.

Work will be commenced on the new elevator for the flour mill at McGregor, Man., at an early date. The capacity will be 25,000 bushels.

Chas. Hamm and G. Franzen have succeeded to the business of the Grain Elevator Co. at Random Lake, Wis., Matt Altenhofen retiring.

Thieves broke into H. C. Puffer's grain warehouse at Springfield, Mass., the other day, and stole the contents of the money drawer—1 cent.

E. H. Lothrop will erect a large storehouse at West Bridgewater, Mass., his present quarters being too limited for his growing grain business.

Pierce & Peterson, grain dealers of Fisher, Ill., have dissolved partnership. Mr. Peterson will continue in the grain business at Dickerson.

V. E. Goldman, grain dealer of Victoria, Texas, has purchased C. L. Hill's grain business at that place, and will consolidate it with his own.

The Morton Elevator Co. has been incorporated at Morton, Minn., with a capital stock of $10,000, by Michael Hulder, August Vogel, and others.

The Globe Elevator Co. intends to extend and deepen the slip at its elevators at Superior, Wis., so the large vessels can load at its elevators.

Geo. Geirsch is building a large grain elevator at West Point, Ind. The outfit of machinery complete was furnished by the Weller Mfg. Co.

B. Marvel and George Smith of Tabor, Ill., have bought Wiley Marvel's elevator at Waynesville, where they will engage in the grain business.

John Whitney has disposed of his grain business at Putney, Vt., and has taken charge of F. A. Spaulding's grain and coal business at Walpole, N. H.

F. O. Diver & Co., dealers in grain, feed, etc., at Middletown, Ohio, write us that they are contemplating the erection of an elevator at that place.

The Farmers' Elevator & Milling Co. of Sherburn, Minn., has organized a branch company at Alpha, where an elevator will probably soon be erected.

The Stockholders of the Farmers' Elevator Co. of Parkston, S. D., have been granted an order from the court to dissolve, and the elevator will be sold.

E. McCann, who was operating Thos. Cochrane's elevator at Ong, Neb., when it burned about a month ago, announces that it will be rebuilt soon.

T. T. Thompson, grain and lumber merchant of Oxbow, Assiniboia, has removed to Morden, Man., where he will deal in grain, farm implements, etc.

Jahn Bros., grain dealers of Manilla, Iowa, have put a grain drier in their elevator at that place for drying damp corn. It is said to be very successful.

W. C. Wharfield, who has been operating the Hansen elevator at Rock Falls, Ill., has shipped out all his grain and ceased doing business at that point.

W. H. Richards of Elsworth, Iowa, has refitted his grain elevator at that place with a complete line of new machinery supplied by W. W. Stephens & Co.

J. C. Webster of Cresco, Iowa, is negotiating for the purchase of the old Phœnix Elevator at McGregor, and if successful will establish a flax mill there.

The partnership of Frank G. Darling and Asa T. Bryant, doing a grain business at East Pepperell, Mass., under the firm name of Darling & Bryant, has been dissolved, Mr. Bryant continuing the business.

Frank Houchin announces that he has purchased the interest of his partner in the firm of Houchin & Stanley, grain, feed and seed dealers of Newton, Ill. He is continuing the business under his own name.

John S. Metcalf & Co. report recent sales of grain dryers and coolers as follows: Harroun Bros., St. Joseph, Mo., St. Paul & Kansas City Grain Co., Savanna, Ill.; Great Northern Railway, St. Paul, Minn.; Illinois Central Railway Co., for their ele-

vator "C" at New Orleans, La.; Armour Elevator Co., Chicago, Ill.; Carrington, Hannah & Co., Cairo, Ill.; Iowa Development Co., Kansas City, Kan.

The E. B. White Grain Co. has removed its main office from St. Louis to Kansas City, Mo. The company has carried on a large business for several years.

The Galveston Wharf Co. has purchased two Eureka Receiving Separators of The S. Howes Co., Silver Creek, N. Y., for its new elevator at Galveston, Texas.

The Jefferson Milling Co. of Charleston, W. Va., is having a 30,000-bushel pneumatic steel storage elevator erected to be operated in connection with its mill.

Sampson Bros. of Madison, Minn., have made the necessary arrangements to convert their warehouse into a 25,000-bushel elevator, and will begin the work at once.

Jas. B. Bours has engaged in the grain, hay and feed business at Jacksonville, Fla. Mr. Bours has been connected with the grain and seed business for 15 years.

Joseph Good has purchased the elevator at Dutton, Mich., which has been closed for some time. He will run a feed mill in connection with the grain business.

The machinery recently had to be removed from the Eagle Mill elevator at New Ulm, Minn., on account of high water, but no damage to the building was done.

A pneumatic grain conveying plant has been completed for the Riverton Roller Mill Co., Riverton, Va., for conveying grain from the wooden elevator to the mill.

The Crescent Grain Co., whose headquarters are at Bloomington, Ill., is now operating its elevator at Downs, Ill., and has elevators at Danvers, Rossville and McLean.

J. W. Ingram, formerly part owner of the elevator at Kemp, Ill., has purchased Black & Ernst's elevator at Humboldt, where he will engage in the grain business.

The grain dealers of North Loup, Neb., are taking advantage of the low price of corn, and are filling two cribs of a capacity of 16,000 bushels, which they recently erected.

Van R. St. John, who has been conducting a grain business at Easton, Ill., will move to Wapella, where he has purchased an interest in a grain elevator and lumber business.

J. A. Augspurger & Son, grain dealers of Carlock, Ill., have bought Alder & French's elevator and grain business at Farmer City, Ill., and are now conducting the business.

Wa Chong, an enterprising Chinese merchant of Seattle, Wash., has established a rice-cleaning plant at that place valued at $4,000, which is now in successful operation.

T. E. Millar of Cook, Neb., writes us: We have the foundation laid for the farmers' elevator which is to be erected here. It is expected to have it completed by May 15.

H. Tonne has purchased a half interest in the elevator business of H. Seip at Lake Zurich, Ill., and the new firm will continue the latter's grain, feed and coal business.

Sprague & Johnson, grain dealers of Columbus Junction, Iowa, have put in machinery for grinding feed at their elevator, and hope to do a good business in this line.

The Westhoff Grain and Mercantile Co. has been incorporated at O'Fallon, Mo., with a capital stock of $20,000, by Fred Westhoff, Alex. Westhoff, W. F. Westhoff and others.

E. A. Metz of Wolcottville, Ind., recently bought the Hudson Elevator at Ashley. Mr. Metz leased it for one year to H. C. Brown, who operates an elevator at Wolcottville.

S. B. Post, who operated the O'Neal Grain Co.'s elevator at Steen, Minn., has left that place and gone to Chamberlain, S. D., where he may engage in the grain business.

The Pilot Point Mill Co. of Pilot Point, Texas, writes us that it intends to erect an addition to its elevator to be of 20,000 bushels' capacity. This will make the company's elevator capacity 60,000 bushels.

The Norwich Grain Co. of Cranford, N. J., has been incorporated with a capital stock of $8,000. The incorporators are Herman Meyer and James T. Brown of New York, and Stephen J. Cox of Cranford.

Bromfield & Colvin write us that they have formed a partnership and have engaged in the grain, feed and seed business at Bay City, Mich., succeeding A. T. Colvin. The firm has purchased a large building and equipped it with the latest and best machinery for the rapid handling of grain. Besides buying grain Bromfield & Colvin manufacture and sell flour, feed, meal, etc., and are doing an extensive business.

It is reported that parties running L. Hasenwinckle's elevator at Hudson, Ill., will erect a house at Kerrick, a new town on the Illinois Central, a few miles south of Hudson.

E. E. Stribling has bought Coon Bros.' elevator at Dillsburg, Ill. Coon Bros. have leased the elevator for one year from April 1, at the expiration of which they will give possession.

C. E. Winton has sold his grain business at Woodbury, Conn., to H. R. Stone, grain dealer and miller of Southbury. Walter Gibson has taken charge of the business for Mr. Stone.

The machinery is being placed in the large elevator built by James Stewart & Co. at Galveston, Texas. The complete equipment was supplied by the Weller Mfg. Co. of Chicago.

J. D. White and Thomas G. Youngs, of the firm of White & Youngs, grain dealers at Stillman Valley, Ill., filed an assignment recently. White's liabilities are $20,000, and Youngs' $12,000.

G. W. Lister has been appointed receiver of the Arendts-Moritz Grain and Lumber Company of Sibley and Allandorf, Iowa. The application for a receiver was made by B. Moritz, of the company.

Sale & Ward dealers in grain, coal, etc., have established their headquarters at Champaign, Ill., where they recently opened an office. The firm has branch offices at Dickerson, Dewey, Tomlinson and Fisher.

Cyrus Romberger of Elizabethville, Pa., has purchased Wm. Gable's feed store and storage warehouse at Wilkesbarre, where he will engage in the grain and feed business and also conduct a brokerage office.

J. A. Yates, grain dealer, C. A. Bolter and C. F. Luce of Logan, Iowa, have bought the elevator at Logan, formerly operated by Alexander Rait, deceased. The house will be extensively improved and enlarged.

William Moyer has purchased the interest of Mr. Ingraham, in the firm of Ingraham & Parker, Kemp, Ill. The firm carries on a grain business and operates an elevator at that place, besides running a general store.

Ryan & Clark's Black Rock Elevator at Buffalo, N. Y., which was destroyed by fire March 11, will be rebuilt at a cost of $75,000, and will have a capacity of 250,000 bushels, a material increase over the old house.

Ross Bros. & Co., of Brookston, Ind., have purchased the grain elevator at Reynolds, Ind. They have remodeled the elevator throughout and refitted it with new machinery purchased from W. W. Stephens & Co.

The Great Northern Milling Co. has been incorporated at Superior, Wis., with a capital stock of $50,000, to operate mills, elevators, etc. The incorporators are T. E. Lyons, Grafton Mason and Chas. N. O'Hare.

A steel elevator is about to be erected on Buffalo Creek, near Child Street, Buffalo, N. Y., which will be 125 feet long and 31 feet wide. It will have 10 steel bins 65 feet high and 50 feet in diameter. It will cost $150,000.

Arrangements have been made for the erection of an 800,000-bushel elevator at Owen Sound, Ont., by the Canadian Pacific R. R., and work will soon be well under way. J. Jamieson is superintendent of elevator construction.

Receiver Francis, of the St. Louis United Elevator Company, has been authorized to have elevators "A" and "B" repaired at a cost not to exceed $20,000, and to issue receivers' certificates for the cost of the work.

Elevator No. 2 at Peoria, Ill., which was recently burned, is to be rebuilt soon. The old elevator was erected by Geo. M. Moulton, of the Moulton-Starett Co., elevator builders of Chicago, and his father, J. T. Moulton, in 1883.

The Tradesman's Grain Elevator & Storage Co. of Philadelphia, Pa., is preparing to build a brick grain elevator 75x215 feet adjoining the company's present plant at Philadelphia, and the present structure may be enlarged.

The Sanger Mill & Elevator Co. has been organized at Sanger, Texas, to engage in the grain and milling business. The capital stock is $25,000, the officers being A. J. Nance, President, and J. C. Rice, Secretary and Treasurer. An elevator and mill may be erected.

The Cleveland Grain Co. has been incorporated at Chicago, Ill., with a capital stock of $125,000, to deal in grain. The incorporators are Chas. G. Watkins, President; Chas. B. Congdon, Secretary and Treasurer; J. C. Shaffer, and I. P. Rumsey. The company will operate the new elevator at Cleveland, Ohio, which is being erected by John S. Metcalf & Co. for the Big Four R. R. The house will have all modern improvements, and will have a capacity of 500,000 bushels. It will probably be completed next month.

Upon petition of the C., B. & Q. R. R. against the St. Louis United Elevator Co. of St. Louis, a decree of foreclosure has been entered, and the sale ordered of as much of the defendant's property in Illinois as has not hitherto been sold.

The Traders' Elevator Co. has been incorporated at East St. Louis, Ill., with a capital stock of $20,000, to operate an elevator and carry on a general commission business. The incorporators are H. D. Sexton, E. B. White and Wm. B. Steude.

Work has been commenced on the construction of the addition to the Texas Star Flour Mills Elevator at Galveston, Texas. The addition will have a capacity of 300,000 bushels, giving the company a total elevator capacity of 700,000 bushels.

The W. W. Cargill Co. of La Crosse, Wis., is reported to be planning extensive improvements to its plant at Green Bay, and may erect a large addition to its elevator. W. B. Queinzius is the manager of the company's business at Green Bay.

The W. H. Purcell Co. has let contracts for an elevator to be erected at Kensington, Ill., on the site of the company's plant which was destroyed by fire some time ago. The new structure will be of steel, and have a capacity of 350,000 bushels.

The Thomas Elevator Co. has been incorporated at New York City with a capital stock of $22,000. The incorporators are George S. Daso of New York; Emmet A. Thomas and Charles E. Thomas of Chicago, and Arthur A. Mitchell of West Brighton, N. Y.

The Canadian Pacific R. R. is still negotiating for the erection of an elevator at Windsor, Ont. The railroad wants a bonus of $25,000 for a 250,000-bushel elevator, but the committee of the local Board of Trade recommends exemption from taxation to that amount.

Marshall Dodd has bought the interest of I. E. Weddle in the firm of Cline, Crosby & Co., grain dealers of Roachdale, Ind., and the name of the firm is now Cline, Crosby & Dodd. The company of Cline, Crosby & Co. has been in the grain business at that place for many years.

Although the Chesapeake & Ohio R. R. Co. denies that it is preparing to erect an elevator at Newport News, Va., reports are to the effect that engineers have been surveying for a site for an elevator as well as new wharves. It is said an elevator will be erected at a cost of $250,000.

John S. Metcalf & Co., elevator builders of Chicago, have been awarded the contract for the erection of a large brick transfer elevator for the Chicago & Erie R. R. Co. at Chicago. The house will be built in the railroad's yards at Fifty-first Street. The work is now under way.

The Western Transit Co. of Buffalo is making extensive changes in City Elevator "A" at that place. Among other things a new main tower is being built for the convenient transportation of grain from vessels to cars and vice versa. The work will cost $30,000, and will be completed May 1.

A by-law will be voted on by the people of Midland, Ont., for granting a bonus in the sum of $25,000 to the G. T. R. for the construction of an elevator with a capacity of 700,000 bushels. The elevator will cost $200,000, and the work will be commenced at once if the by-law is adopted.

Purvines' new elevator at Pleasant Plains, Ill., has been completed. There are four bins 20x20 feet and 40 feet deep. A spout from the top of the elevator carries corn cobs to a cob consumer erected at a distance from the elevator, and a 20-horse power new Foos Gasoline Engine supplies the power.

Armour & Co. of Chicago write us April 7 that while they are not now interested in any elevator at Buffalo, N. Y., they will probably have an interest in one of the three elevators now being built there, the Great Northern's, the Electric Elevator Co.'s, or the Export Elevator Co.'s. We have it from other sources that they are interested in the Export Elevator.

Geo. R. Havens, grain dealer of Norwich, Conn., and The Cutler Co. of North Wilbraham, Mass., have formed a company to carry on the grain business at 41 Commerce St., Norwich, which has been conducted by C. J. King for the past 25 years. The name of the firm will be the Norwich Grain Co. The Cutler Company has elevators and mills and branch houses in all of the New England states and is a heavy buyer of flour, grain and feed.

The Export Elevator Co. of Buffalo, N. Y., has been incorporated with a capital stock of $25,000 for the purpose of constructing an elevator and storing and transferring grain. The directors are Henry N. Platt, John T. McLaughlin, George H. Hedley, Odell R. Blair, and Myron H. Peck of Buffalo. The company's elevator will have a capacity of 500,000 bushels, and work on its construction has been com-

menced by John S. Metcalf & Co., elevator builders of Chicago, who were awarded the contract for building it.

C. M. Jaques of Lincoln, Neb., will build two 50,000-bushel elevators, with 20,000 bushels ear corn capacity to crib from the dump. The elevators will be operated by gasoline engines, and equipped with corn shellers and a full line of modern machinery for handling ear corn and small grain. One of the houses will be built at Denton and the other at Burks, Neb. J. A. Campbell & Son, elevator builders of Lincoln, have the contracts for erecting both houses.

The Northern Pacific Elevator at Jamestown, N. D., now the property of the Consolidated Elevator Company of Duluth, is being torn down. The material will be used in the construction of an elevator at New Rockford, taking the place of one destroyed by fire. The building is equipped with fine machinery, but for several years has been idle, the construction of branch lines and the development of the county having diverted much of the grain to nearby stations.

The National Storage Co., behind which is the Standard Oil Co., is reported to be arranging for the erection of steel storage tanks at Bayonne, N. J., with a capacity of 5,000,000 bushels. It is said work will begin on this plant this spring, and it is to be hoped that the report is true, as it would help to reduce the cost of handling grain in New York harbor, and avoid the charges of the Brooklyn Wharf and Warehouse Association, which has a monopoly of the local floating grain elevators.

The Macdonald Engineering Co. of Chicago will erect a transfer and cleaning elevator and a special corn receiving and shelling house for the Atchison, Topeka & Santa Fe R. R. Co. at Winfield, Kan. The elevator will have four transfer legs and two cleaner legs, with large facilities for bagging. There will be machinery for automatic bagging, sewing and weighing, which will handle seven sacks per minute. The storage capacity of the elevator will be 150,000 bushels. The corn house will be a separate elevator in itself. It will have shelling and cleaning machinery of the largest capacity, and will be run by an independent engine. The power plant will be in a separate brick building, and arranged for burning dust, cobs, etc.

PRESS COMMENT

THE MIDDLEMAN.

The middleman is as essential to the best interests of the farmer as is the sun and rain to the successful growth and development of his crops. The exceptions are rare, indeed, when a farmer can place his products to equally as good or better advantage than the shipper or middleman. There are very few farmers who have experience in this direction but have found that they have "paid too dear for their whistle."—Hay Trade Journal.

WHY GRAIN TRADE IS LEAVING NEW YORK.

As a matter of fact, the real causes of the grain trade leaving New York for other ports are the exorbitant port charges, the expense of lighterage and the scarcity of elevator room. That the Interstate Commerce Commission should be asked to enable Gotham to overcome these drawbacks by giving it virtually a lower railroad rate than is granted to rivals will strike the unprejudiced as a very unreasonable request.—Herald, Baltimore.

CHICAGO ELEVATOR OWNERS SHAKE OUT MAY LONGS.

Chicago elevator owners don't like to see wheat leave their elevators. They prefer to keep it there, earning storage. Many Chicago May longs were shaken out this week, and we believe the elevator people had a hand in the shaking. These elevator men, by concerted action, can "bust" prices to a certain extent—get hold of the long stuff—buy heavily again—put market up a little, and then sell July, thereby giving them possession of the cash wheat, on which they are anxious to earn storage.—Zahm's Circular.

DOOM OF THE BUFFALO ELEVATOR TRUST.

The grain elevator trust at Buffalo and the kindred organization which fixes extortionate rates for terminal charges in New York seem on the point of collapse before a determined opposition. The combination of Buffalo elevators has had the grain trade at its mercy, and has not hesitated to make rates so high that the profits of the trust last season were estimated at $2,200,000. This immense sum paid simply for the transfer of grain, largely done by machinery at a small cost for labor, was greater than lake vessels received for carrying the grain 900 to 1,000 miles from Chicago, Duluth, and other upper lake ports. It is not surprising in view of these excessive charges that "over 40 per cent. in dividends was paid on inflated valuations of the elevators." But the trust seems to have tried the patience of Chicago traders too far, and its dissolution seems to be assured.—Chicago Tribune.

ONE VIEW OF THE WHEAT OUTLOOK.

Present prices are not too high to harmonize with the position of demand and supply, nor will they likely be until acreage of wheat production largely increases. In spite of good European crop prospect this season, the poorer promise in other parts of the world will not admit of a surplus, and the world will be quite sure to face low supplies from the crop of 1897, no matter how much the spring wheat acreage may be increased. The contemplated acreage is not enough even to meet ordinary consumption, unless there is an extraordinary yield per acre. —Minneapolis Market Record.

FINANCIAL STANDING OF BUCKET SHOPS.

Inquiries have come to this office for information regarding the financial standing and personal responsibility of persons engaged in carrying on bucket shops, as if these things were, as respects such concerns, not in the region of the utterly impalpable! A genuine brokerage house has no higher interest than that of its customers; but a bucket shop's profits are large in proportion as its victims are gullible. Large profits are shown to the wondering gaze of the public, profits altogether beyond those which are derived from legitimate operations, and possibly only because far more people are destined to lose their money than are permitted to profit by their ventures in such speculations. The bucket shop keeper's interest is diametrically opposed to that of the "customer," and "if he should happen to be a man of easy morals, the quotations and other information furnished might be qualified to suit the case."—American Banker.

CIVIL SERVICE IN THE GRAIN INSPECTION DEPARTMENT.

The proposition to place the department of grain inspection under civil service rules is one which appears to have appealed very strongly to the people of the state, and especially to the immediate producers of grain. The purpose of this bill is to unalterably fix the system which has been recognized and honored beyond the power or whim of any man or party to change. The introduction of untried men or a new system of inspection would entail the loss of hundreds of thousands of dollars to the producers of the Northwest in the matter of grades alone, for buyers would be compelled to purchase on a margin allowing corrections in the ultimate markets, if the present grades were disturbed. If the merit system applies and is satisfactory in police, fire and clerical departments, how much more is it so in a department where the employes annually establish grades affecting the value of hundreds of millions of dollars' worth of property in grains?—Dispatch, St. Paul, Minn.

THE SUPREME COURT'S DECISION.

The most striking feature of the Trans-Missouri Freight Association case is the radical difference between the two opinions handed down by the Supreme Court, and it leads one to wonder how the ordinary layman can be expected to comply with law when there is such a radical difference as to what is law among those composing the highest tribunal in the land. Five judges of the United States Supreme Court unite in saying that every agreement which is in restraint of trade or commerce is illegal regardless of the question whether such agreements are reasonable or the reverse; while four judges of the same court insist that the law applies only to such contracts or agreements in restraint of trade as are unlawful or unreasonable. Inasmuch as the case is one in which the majority governs, nothing further remains to be said as to the interpretation of the law, but it is fair to say that anyone reading the two opinions would have little difficulty in arriving at a conclusion as to what ought to be the law. If a suggestion may be ventured in connection with the case in question, it might be asked why it is necessary to consider that all agreements having to do with transportation or anything else that is subject to competitive conditions are necessarily "in restraint of trade." The fact that the law makes unlawful agreements that are in restraint of trade implies that agreements not in restraint of trade are a possibility. The opinions of both the majority and the minority of the court, however, take it for granted that an agreement to restrain or regulate competition is per se restraint of trade or commerce. So well accepted is this proposition that the majority opinion dismisses without argument the question as to whether the agreement under consideration in any way restrains trade or commerce, contenting itself with the statement, "we have no doubt that it does," simply quoting from the agreement in support of this opinion that it was entered into "for the purpose of mutual protection by establishing and maintaining reasonable rates, rules and regulations on all freight traffic, both through and local." There seems to have been no disposition on the part of the court to inquire as to the facts in the case. Had this been done, it is possible that the court would have discovered that the agreement in question was designed for and actually aided in the promotion of trade instead of acting as a restraint thereon. It may be stated without fear of successful contradiction, that given a schedule of reasonable charges, no other one element can so foster trade as the maintenance of absolutely uniform and stable rates. Both the common and statute law of the country stand for the maintenance of the former, while the agreement under consideration includes only the maintenance of the latter. It will not be denied that in order to promote trade and commerce in the highest degree, so far as transportation affects it, rates for similar services must be identical and constant. No greater restraint of trade and commerce can be conceived than the charging by common carriers of different and fluctuating rates for the same service, and if this is to be prevented, agreements between carriers for the maintenance of such reasonable rates is an absolute necessity.—Railway Review.

COMMISSION

The E. M. Blair Commission Co. of Warrensburg, Mo., has failed.

S. B. Bradburn & Co. is the name of a new firm at Sturgis, Ky., which will deal in grain and stocks.

The firm of Naudain & Co., commission dealers in hay, grain and produce at Omaha, Neb., has been dissolved.

The firm of Chas. B. Morris & Co., hay and grain commission merchants of New York City, has been dissolved.

F. D. Neustadt & Co., commission merchants of New York City, assigned recently. The liabilities are estimated at $60,000.

Belcher & Read, grain brokers of Milwaukee, Wis., assigned recently on account of difficulty in making collections. The assets and liabilities are each about $10,000.

R. Powell & Co., who carried on a commission and brokerage business on the Chicago Board of Trade, assigned recently. He did considerable trading in flaxseed.

A branch house of Bacheller, Baldwin & Co. of New Orleans, La., dealers in grain, cotton, stocks, etc., has been established at Pensacola, Fla., where Sterritt Tate is agent.

Thos. Foster, grain and commission merchant of Salisbury, Mo., assigned recently. Liabilities are estimated at $500, assets $900. The latter, however, consist mostly of old accounts.

The Traders' Elevator Co. has been incorporated at East St. Louis, Ill., with a capital stock of $20,000, to carry on a general commission business. The incorporators are H. D. Sexton, E. B. White and Wm. Steude.

J. T. Duncan of Chicago and W. Martin of Dubuque, Iowa, have engaged in the grain, stock and produce commission business at Dubuque. They bought out J. T. Doud & Co., and are representing F. G. Logan & Co. of Chicago.

C. L. Niemeier and H. C. Schultz, who were formerly employed as grain buyer and salesman for the Schwartz Bros. Commission Co. of St. Louis, have organized the firm of Schultz & Niemeier to carry on a grain and flour commission business.

W. M. Giles and G. J. Griffith, who have been conducting a grain and commission business in Webster City, Iowa, have dissolved partnership, and Mr. Griffith is carrying on the business. Mr. Giles was compelled to give up the business on account of his health.

The General Fire Extinguisher Co. has brought suit against the Schwartz Bros. Commission Co. and others for $7,144.37, alleged to be due on fire extinguishers put into the Farmers' Elevator of St. Louis. A lien on the Farmers' Elevator property is asked. Schwartz Bros. failed last month.

A transfer of all the property of the P. Brockman Commission Company of St. Louis, Mo., to Emma Brockman was recently filed to cover an indebtedness of $58,124. The property consists of grain elevators along the Union Pacific Railroad at Jamaica, Hanlon, Princeton, Cortland, Pickhill, Beatrice, Honesville, Blue Springs, Barneton, Ohelo Hill, Raymond and Valparaiso, Neb., and Marysville and Irving, Kan.

The Grain Dealers' Association of Kansas will hold a meeting in the National Hotel, Topeka, Monday, April 26, at 2:30 p. m.

The attempt to place the Minnesota State Grain Inspection Department under civil service rules has met an untimely death. The State Legislature has indefinitely postponed action on the bill which had that end in view.

Fires - Casualties

The roof of the elevator at Tipton, Mo., was blown off in a windstorm March 31.

Joseph Peakus, an employe at one of the Armour elevators on Goose Island at Chicago, was smothered to death in a bin of oats on March 31.

It is said that Ryan & Clark's elevator at Buffalo, N. Y., which was burned March 11, was set on fire by incendiaries, who are unknown, however.

Aldin Hollis, grain dealer of South Weymouth, Mass., sustained a loss of several hundred dollars by fire March 16, which was covered by insurance.

Hunter & McBride's elevator at Hamburg, Iowa, was burned at 1 a. m., March 26, together with 2,500 bushels of corn. Loss $2,500, no insurance. An incendiary set the fire.

Jacob Gonser's elevator at North Morencie, Ind., was burned March 15, together with 700 bushels of wheat and considerable corn. There was a light insurance on the grain.

A fire recently occurred in the building at Hartford, Conn., of which C. H. Pease, grain dealer, occupies a part, and while the fire did not reach his quarters, he sustained damage by water.

A corn crib belonging to B. N. Forbes of Wathena, Kan., and containing 15,000 bushels of corn, was found to be on fire March 29. About 12,000 bushels of corn were destroyed, causing a loss of $2,000.

In the burning of Krueger & Lachman's elevator and flour mill at Neenah, Wis., March 25, 10,000 bushels of grain were destroyed. The total loss was $20,000, insurance $12,000. The elevator will be rebuilt.

Stockdale & Dietz's elevator at Wolcott, Iowa, was destroyed by fire at 1 a. m., March 13, together with ten carloads of grain, etc. Loss $10,000, insurance $5,500. The fire originated in the boiler room from an unknown cause.

Wm. Gregg & Son's elevator at Upper Sandusky, Ohio, was burned on April 1, entailing a loss of $5,500, insurance $3,500. Stored in the elevator were 2,000 bushels of corn and 400 bushels of wheat, none of which was saved.

F. P. Rush & Co.'s elevator at Farmer City, Ill., was destroyed by fire April 7, together with 4,000 bushels of oats owned by the elevator company, and two cars of oats on the track. Loss $10,000.

Albert W. Curtiss, of T. W. Goodrich & Sons, linseed oil millers of Milwaukee, Wis., was killed recently, being run over by a freight train. Mr. Curtiss was a member of the Chamber of Commerce, and had formerly been in the milling business.

Daniel Felix, a well-known grain dealer of Newark, Ohio, was assaulted in his store on the night of April 3 by burglars, who made their escape with $250. Mr. Felix was knocked almost senseless, and was severely injured. He is now recovering.

N. E. Nare, a private watchman in the Nebraska Packing Co.'s elevator at Chicago, Ill., was found dead in the basement of the elevator at 1 a. m., April 12. He was found by another watchman at the foot of a stairway, down which he had probably fallen.

Spellman, Orton & Spitley's elevator at Lincoln, Ill., had a narrow escape from fire recently. Tramps built a fire in a box car alongside the elevator and went to sleep. They awoke to find the car on fire, and pushed it away from the elevator in time to save it.

The grain warehouse of Ropes Bros. at Danvers, Mass., was damaged by fire March 23, as also was a considerable portion of grain, hay, etc. The loss is $3,000, insured. The fire is supposed to have started among the baled hay, though the cause is unknown.

J. A. Stewart's elevator at Crary, N. D., was destroyed by fire recently, together with 2,000 bushels of wheat and flax. The origin of the fire is supposed to have been incendiary. The house was built last summer on private ground, the railroad company refusing to allow it on its right-of-way.

A. B. Cohee & Co., grain dealers of Bringhurst, Ind., write us that their elevator at that place was destroyed by fire March 24, together with a quantity of corn, wheat and other grain. The loss was $7,000, insurance $5,500. A hot journal is supposed to have caused the fire. The elevator is to be rebuilt.

The elevator at Ayr, Ont., belonging to A. J. Reid, and operated by M. Robson, was burned April 3. The fire is thought to have been started by a spark from a locomotive. In the building were stored 15,000 bushels of barley, 1,200 bushels of rye, 600 bushels of peas, and 600 bushels of oats. The building cost $4,500, and was insured for $2,000. The contents were valued at $5,718, and were insured for $4,000. Of this insurance $3,000 was renewed but three hours before the fire broke out.

William Gieseke's elevator at Marshall, Minn., was damaged by fire March 17 to the extent of $1,000. The insurance on the building and machinery was $1,500, and on stock $1,500, carried in the Millers' National Insurance Co. The fire started in the engine room near the gasoline engine while it was in operation.

We are reliably informed that we were in error regarding a fire having occurred in Elevator No. 2 of the Peavey system at St. Louis Park, Minneapolis, February 12, reported in this department in the March number. The fire referred to occurred in the Great Western Elevator, not one of the Peavey system; and our error arose from the alarm having been telephoned from one of the Peavey houses.

Michael McNamara's elevator at New Milford, Conn., which was leased by Noble Bennett, dealer in grain and coal, was destroyed by fire at noon, March 12, together with hay, grain and coal. The stock was valued at $10,000, upon which there was insurance of $4,000. Loss on building $8,000, insurance $7,500. The fire is supposed to have been caused by heat from a boiler in the basement.

It is reported from St. Paul, Minn., that the owners of an elevator which was recently burned carried $43,000 insurance, in companies not authorized to do business in the state. They took the outside insurance because they thought they were getting it cheaper. When they came to collect, however, they found that $11,500 of the policies were in companies that had failed, and they will not realize a cent on these.

Emil Lund, aged 30, was smothered to death in the Midway Elevator at Minneapolis, March 20. It was his duty to go into the bran bins to clear the spouts. He went down the ladder and stepped off into the bran. Before he could extricate himself he was covered by that coming from above. The running stream could not be stopped, and he died by suffocation. It is said that the man had no business to leave the ladder.

At an early hour on the morning of April 5 the elevator at Grandin, N. D., succumbed to the flood and began to float away. It was swept from its foundation and half keeled over, was carried against the wagon bridge with tremendous force. The building was fastened with cables to a switch engine and drawn back about 300 feet from the bridge, where it was fired and burned to the water's edge. The hawser holding the building was finally burned through, when the portion of the building remaining above the water was hurled against the bridge, setting it afire. The fire was extinguished, and the elevator passed under the bridge and floated down to the Great Northern gorge.

WATERWAYS

The Welland Canal will probably open April 19.

The Illinois and Michigan Canal was opened for navigation from Chicago to La Salle on April 1.

Navigation on Lake Ontario opened March 23, when the steamer Lakeside began her regular trips between Toronto and St. Catherines.

It is reported that the grain business from the port of Montreal promises well for this season. Up to April 1 space had already been engaged for upward of 6,000,000 bushels.

A slow but substantial increase of traffic on the Manchester Canal, England, is reported. The traffic for 1896 amounted to 1,509,659 tons, against 1,087,443 tons for 1895.

It is announced that the Baltimore & Ohio R. R. will have a line of steamers plying the great lakes this season, that it has got ready a large elevator at Fairport, Ohio, and will compete for lake and rail business.

Navigation at Chicago opened April 9, when the City of Berlin cleared for Port Huron with a cargo of oats. Marine men are somewhat reluctant to begin the season's business, owing to the unsettled condition of business.

The steamer City of Berlin, with grain from Chicago, passed through the Straits of Mackinac on the afternoon of April 10. She was the first boat of the season to go through, and was the first of the Chicago grain fleet to sail.

The steamer Stockholm City sailed from St. John, N. B., for London April 4, with 100,000 bushels of grain as part of her cargo. This was the largest amount of grain ever carried out of a Canadian port in the winter season.

Canal-boat men will be pleased to learn that Ryan & Clark's elevator at Buffalo, N. Y., which was destroyed by fire on March 11, will be rebuilt as soon as possible, and will have a larger capacity than the old house—250,000 bushels, it is said. The elevator is needed, and with the prospect of competition and the annihilation of the Buffalo elevator pool, the outlook for business on the Erie Canal is brightening.

It is said that business men of Blackburn and Osage, Ark., are taking advantage of the floods and are shipping cheap corn via the Arkansas River to New Orleans, where they get good prices for it.

Superintendent Seeley, of the Erie Canal, states that navigation on the Erie Canal will open as early as usual this season. May 1 is the date, and the contractors at work on the improvements will have to be ready for the opening of the canal at that time.

In the speech from the Throne at the recent opening of the Canadian Parliament promises were made that the government would undertake the enlargement of the St. Lawrence canals. However, such pledges have been given before, and have not been very well carried out.

It is reported that Dunkirk, N. Y., a Lake Erie port, will enter the list of grain receiving ports this season. It is said that a new elevator will be erected there and further improvements in the harbor made. Both will have to be done before that port will be ready for the grain business.

Erie Canal boatmen have agreed upon a rate of 3¾ cents per bushel of grain from Buffalo to New York, and they have also agreed that the boats shall load in turn at the elevators, and so prevent undue competition and lowering of rates. The rate is fixed so as to be from one-half to one cent lower than the railroad rate.

A meeting of Illinois shippers was held at Chicago recently to devise measures for bringing to the attention of the Legislature the needs of the Illinois and Michigan Canal. It is said that the canal has earned since 1871 a net amount of $591,545, which has been turned into the state treasury. In view of this fact the state can very well give $100,000 for needed repairs to the canal, and the Legislature will be asked for an appropriation of that amount.

On April 1 there were afloat in the harbor of South Chicago 2,809,313 bushels of grain, which, added to the 4,019,500 bushels in the Chicago River, makes a grand total of 6,828,843 bushels of grain in the holds of vessels ready for transportation. Deducting this amount from the total capacity of the well-known grain carriers composing the grain fleet, it leaves something less than 2,000,000 bushels to be chartered, with about four times that quantity of grain in the elevators to be shipped. This in itself is a promising outlook for the grain fleet.

Erastus Wiman has issued a circular in reply to those who oppose his amendment to the law regulating the navigation of canals in New York. The amendment is to the effect that the limitation of capital stock to $50,000 shall not apply to a company engaged or designed to engage in interstate commerce. The canal boatmen are not the only ones who are opposed to the scheme, and the circular is addressed mostly to New York millers, especially of Rochester and Syracuse, whom he accuses of wanting to shut the canal out of the carriage of flour.

Lake steamship companies and eastern railroads have adopted the following rates on grain, which have been approved by the Joint Traffic Association: Chicago to New York, and New York to Chicago, 20 cents; on flour and grain products, 15 cents per 100 pounds. The schedule of rail and lake and ex-lake grain rates has been extended to cover New England points. From Chicago to Boston and New England points the rate on corn is 9 cents per bushel, and oats 5¾ cents, subject to change with any material change in the current lake rates to Buffalo.

Kansas grain dealers should attend the meeting of the State Association at Topeka, April 26.

BENTLEY'S MASCOT.

Court Decisions

Recovery of Money Obtained by Fraud.

Where money is wrongfully obtained by means of a voidable contract and for no consideration whatever, a suit may be maintained for its recovery without a prior demand for its return.—Baldwin vs. Hutchinson (Appellate Court of Indiana), 35 N. E. Rep., 711.

Construction Given the Words "More or Less" in Contracts.

According to the holding of the Supreme Court of Georgia (Navassa G. Co. vs. Com. G. Co., 18 So. Rep. 1000), the words "more or less" are put in to allow for accidental variations that are not unreasonable. The same rule applies to sales of personality as well as realty; to questions of excess as well as deficiency. Briefly stated, it is that a wide variance from the mutual estimate of the parties should not be allowed, but a reasonable latitude should be permitted in the performance. The exact estimate is not warranted, but only a reasonable conformity to it.

Taking in Partner Releases Sureties and Guarantors.

When a sole trader who holds a bond for the faithful performance of duty by a clerk, takes a partner into his business, the sureties are no longer responsible on the bond. Though it will be otherwise where the intention of the parties at the time of the making of the bond is that the sureties shall be answerable in case of a change of the firm. So where a person promises to be responsible for any goods sold to a third party until further notice, and afterward the person to whom such guaranty is given, enters into partnership with others, and the firm furnishes goods, without making any further arrangements, the guarantor cannot be held responsible for the goods so furnished.—Holmes vs. Small (Supreme Judicial Court of Massachusetts), 32 N. E. Rep. 3.

Carriers—Connecting Lines—Contracts.

The Kentucky Court of Appeals held, in the recent case of The Louisville & Nashville Railroad Company vs. Tartar et al., that according to the general rule a carrier is not liable for the delivery of freight beyond its own lines unless by contract to that effect express or implied; that the mere acceptance of goods directed to a point off the carrier's line is not a sufficient basis for the implication of a contract, and in the case before the court, there being an express contract, purporting to be signed by the shipper, that the liability of the carrier ceased at the point where the animal shipped was to be turned over to any connecting line, and that contract being unimpeached, the court held that the carrier was not liable for any delay which occurred by reason of the refusal of connecting lines to receive the animal, unaccompanied by an attendant.

Test of Illegality in Combinations in Restraint of Trade.

A great deal has of late been written and said about combinations in restraint of trade. The test question, where a combination is formed for the purpose of regulating and controlling the sale and price of a recognized article of daily consumption, whether the same be a necessity of life or not, the Supreme Court of Pennsylvania holds (Nester vs. Continental, etc., 29 Atl. 102), is whether or not a contract in restraint of trade exists, which is injurious to the public interests. If injurious, it is void, as against public policy. Courts will not stop to inquire as to the degree of injury inflicted. It makes no difference whether the restraint is general or partial. The application of the rule does not depend upon the number of those who may be implicated, or the extent of space included, in the combination, but upon the existence of injury to the public. Furthermore, if the natural tendency of such a combination is to affect injuriously the public interests, the form and declared purpose are immaterial.

Demurrage Charges.

Referring to uniform bill of lading, section 5, Judge Hale, of the Circuit Court of Summit County, Ohio, in the case of the New York, Lake Erie and Western Railroad vs. J. F. Seiberling & Co., said: "Shipper Barker agreed to unload the car within 48 hours or pay a reasonable charge for detention of the car beyond that time; and that the railroad company should have a lien, in connection with their claim for freight, for the charges thus incurred. Well, it would seem reasonable that the railroad company should have some rule or regulation, or be able to contract in some way, as to when freight should be removed from its cars; and 48 hours would seem to be a reasonable time in which to do that. It would seem just and equitable; it contravenes no question of public policy whatever. It was a simple contract between parties capable of contracting." The J. F. Seiberling & Co. asked the court of common pleas to instruct the jury regarding this contract as follows, which it did: "To constitute a contract in this behalf, it must appear that Barker, at the time he signed the bill of lading, knew of the printed matter on the back thereof, and assented to it. All valid contracts are matters of the voluntary agreement of the parties, expressed or implied. The mere fact that Barker signed exhibit 'G,' would not bind him to the printed matter on the back thereof if he had no knowledge of its contents, and did not assent thereto, but if he signed the same, knowing the contents thereof and made no objection thereto, he may be presumed to have assented thereto." Judge Hale says: "At all events, we do not think that a contract between parties that are authorized to make a contract that is perfectly just and reasonable in its terms, contravening no question of public policy at all, can be set aside and held for naught because the signer of that contract failed to read its contents or know what it was. The duty is upon him to read such contract and know its terms."

Such contracts should, when signed, be marked "accepted under protest."

Market Quotations; Bucket Shops.

A decision of interest in relation to the question of the control of exchange quotations has been rendered by Judge Horton in the Circuit Court at Chicago. In this decision the judge overruled motions made by the Board of Trade, the Western Union Telegraph Company, the Gold and Stock Telegraph Company, and the Postal Telegraph Company to dissolve a temporary injunction restraining them from detaching telegraph wires, from removing tickers, and from cutting off or in any way interfering with the supply of market information, as it had been heretofore furnished to certain business houses. Referring to the connection of the telegraph companies with the transmission of quotations, the judge held that they were common carriers of news, and as such were to be controlled by the same principles pertaining to the rights of the public as other common carriers are. As regards the Board of Trade, the judge said that it is a private corporation, and has the same right to control and manage its private property and affairs as other private corporations have, but that if it has so used or permitted such use of its property or any part of it that the same has become charged with a public interest, then the board has no legal right to deprive the public of the interest thus acquired when it is sought and used only for legitimate purposes.

The conclusion of the court was that the Board of Trade has become a sort of public agent, controlling to a considerable extent public interests, and the interests of individual members of that public who may be engaged in business affected by the market news established by the Board of Trade. So it was held that the telegraph companies have been so long permitted to transmit to the public the market news, and have been so long employed by the public to do so, that they may now be considered agents of the public for that purpose, recognized as such by the Board of Trade. It will be noticed, however, that the information required to be supplied must be sought and used only for legitimate purposes under the decision of Judge Horton. There was, as a matter of fact, no averment or proof that either of the complainants was conducting a "bucket shop," or was otherwise using the market reports for illegal purposes, but the judge held that the Board was not bound to furnish or permit to be collected, or furnished in any matter quotations or market news for the use of any bucket shop, and that in fact no person in any way connected with a bucket shop is entitled to receive such news. These market quotations, the judge said, have become clothed with a public interest in behalf of such producers, consumers, shippers, merchants and dealers as are engaged in legitimate business, but only in their behalf, for the law never stamps private property with a public interest for the benefit of lawbreaking.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

C. A. Bamber, Iowa Falls, Iowa.

D. A. Robinson, Buffalo, N. Y.

F. L. Harris, of Harris & Co., Omaha, Neb.

J. Silas Leas, of The Barnard & Leas Mfg. Co., Moline, Ill.

H. Hamper, Greenville, Mich., representing the S. Howes Co.

C. N. Howes, of The Invincible Grain Cleaner Co., Silver Creek, N. Y.

Fred Cranson, Secretary of The S. Howes Co., Silver Creek, N. Y.

M. M. Snider, Des Moines, Iowa, representative of The Barnard & Leas Mfg. Co.

J. L. Wheeler, St. Louis, Mo., representative of The Invincible Grain Cleaner Co., Silver Creek, N. Y.

The Exchanges

Minneapolis Chamber of Commerce memberships are selling at $195 to $200.

Tickets of membership to the Chicago Board of Trade are selling at $800.

Orrington Lunt, who died recently, was the last surviving charter member of the Chicago Board of Trade.

The annual membership assessment of the Milwaukee Chamber of Commerce for the next fiscal year has been set at $20.

It is reported that in the war against bucket shops and bucket shop methods the New York Consolidated Stock and Petroleum Exchange has again taken a decided step by expelling William E. Allen, of the firm of Allen & Fosdick, of 57 Broadway.

Just previous to every big slump in wheat the private grain wires in the Exchange Building are loaded with bull tips. The Chicago sharpers go on the principle that there's always a fresh crop of suckers ready for skinning.—Star, Kansas City, Mo.

The annual statement of the St. Louis Merchants' Exchange Benevolent Society show a membership of 836, a loss of 32 members by death during the year. The organization has a permanent fund of over $15,000, and during its 21 years' existence has paid a little over 16 death claims a year.

We are indebted to R. C. Grier, Secretary of the Peoria Board of Trade, for a copy of the twenty-seventh annual report of the trade and commerce of Peoria for the year ending Dec. 31, 1896, compiled by him. It contains the Secretary's report and the usual statistics regarding grain, flour, etc.

Upon request a committee of the Chicago Board of Trade recently waited upon the State Railway and Warehouse Commission to name candidates for the Appeals Committee of the State Grain Inspection Department. The following members were elected: M. J. Sheridan, Wm. McKee and John Mansfield.

Some time ago the grain men of the Kansas City Board of Trade voted to leave their present quarters, where they say they have to pay too much for office rent, and erect and occupy a new building. But the stockholders of the company in possession of the building now occupied by the Board, laid a plan, it is said, to keep the Board of Trade there. They sold stock in the company to a number of prominent members of the Board, and now the other members find themselves alone in the desire to build. There is a great deal of indignation among the grain men, and a split is threatened.

Members of the Milwaukee Chamber of Commerce have protested to the Board of Directors against any diversion of the fees received from the Weighing Department to any other purpose than the improvement of the weighing service. The directors recommended that from the surplus of $11,000 about $5,000 should be diverted to the gratuity fund, while the remaining $6,000 should be placed to the credit of the reserve fund. The receivers on 'Change are almost unanimously in favor of keeping the surplus derived from weighing fees separate for the purpose of improving the weighing system.

Hereafter there will be no smoking on the floor of the St. Louis Merchants' Exchange during business hours. The Supreme Court of Missouri has sustained the Exchange in its enforcement of this rule. The Exchange fined a member $50 for breaking the rule, and the member sued for $50,000 damages. The lower court awarded him one cent, and the Supreme Court reversed that finding on the ground that no malice was shown by the action of the Exchange toward the member fined, and the further fact that such bodies have the authority of law to make and enforce reasonable rules governing the members.

By unanimous vote of the Governing Committee the New York Stock Exchange has decided not to renew its contract with the Western Union Telegraph Co., which expires June 30. It is alleged that the Western Union has continually violated the contract it entered into five years ago, which bound it not to furnish quotations to anyone except upon the approval of the Exchange, and not to furnish reports supplied by the Exchange to anyone connected with bucket shops. If this step could be taken by all the Exchanges it would be instrumental in knocking out bucket shops, for the Western Union is essential to the organized system of fraud for which they are maintained.

The Car Grain Association of Buffalo recently held a meeting to protest against the use of the export rate of 15 cents on corn from Chicago by shippers who did not export the corn. Protests were also made against a rate of 15 cents to New York, and 12 cents to Baltimore, when the rate to Buffalo was 12½ cents.

OBITUARY

John Collison, grain dealer at Harriston, Ont., died recently.

J. L. Killian, dealer in grain, etc., at Vansycle, Ore., died recently.

Mrs. A. J. Sawyer, widow of the late A. J. Sawyer, formerly one of the most prominent elevator men in the Northwest, died at her home at Minneapolis, March 17, aged 65

Warren A. Haynes, a well-known grain dealer of Maynard, Mass., died March 26 of pneumonia, aged 55 years. Mr. Haynes was a prominent business man, and a member of the Boston Chamber of Commerce.

I. N. Allen, one of the best-known grain and stock shippers in Logan County, died recently at his home at Chestnut, Ill. He was 59 years old, and had been connected with the grain and stock business at that place for several years.

Patrick Hannaker, the oldest grain dealer of Iowa, died at Clinton, Iowa, April 5, at the advanced age of 94 years. He was for years a large and successful grain dealer, and established and managed one of the first lines of elevators in the state.

Col. W. A. Ray, an old grain man of Chicago, died on April 8. Col. Ray was born in Kingston, N. Y., May 21, 1829. He engaged in the grain business at Chicago in 1860, becoming a member of the firm of E. V. Robbins & Co. For twenty-two years Col. Ray was a prominent operator on the Board of Trade.

Bernhard Eekout, of the former firm of Eekhout, McLean & Co. of Baltimore, exporters of grain and lumber, died April 3. Eekhout was born in Glasgow, Scotland, 29 years ago. He came to the United States about 8 years ago and established the Baltimore firm with which he had been identified until a couple of years ago.

John P. Russell, a prominent business man of Hudson, Mass., died March 30. He had been suffering from the grip, and was taken violently insane. The exact cause of death is not known. Mr. Russell was 39 years of age, and was a native of Marblehead. He was associated with Power Bros., and had conducted an extensive grain business for the last 20 years. He leaves a widow.

Edward J. Martyn, one of Chicago's successful business men, who had been associated with P. D. Armour for 23 years, died April 12 after a brief illness. Mr. Martyn was born in New England in 1846, and came to Chicago early in the sixties. He first associated himself with the grain and commission firm of Hugh, McLennan & Co., whom he left to take a position with Armour & Co.

Henry Miller, at one time a prominent grain dealer of Iowa, died recently at Miller, S. D., where he had removed from his former home at Blairstown, Iowa, several years ago. In 1863 Mr. Miller built and operated at Blairstown one of the finest grain warehouses in that section. He afterward engaged in the grain business at Tipton, Iowa, and in the milling business at Miller, S. D., a town founded by him.

Gen. Horace K. Ide, of the firm of E. T. & H. K. Ide, grain and flour merchants of St. Johnsbury, Vt., died at Brattleboro, March 31. Gen. Ide was born at Barnet, Jan. 15, 1842. He enlisted in the army as a private, and was twice severely wounded, twice taken prisoner, and fought 42 engagements with his regiment. He was connected with the firm of E. T. & H. K. Ide since 1866, but of late years his health was poor, and it was while on his way home from Florida that he died.

John J. Norton of Burlington, Iowa, who was well-known in the grain trade of Chicago and St. Louis, died at his home at Burlington, March 11 of dropsy. Mr. Norton was born in Burlington in 1857. About 1870 he established a grain brokerage and commission business under his father in Ferris, Ill., and remained there for ten years, when he returned to Burlington. He engaged in grain brokerage at that place about 1885, which he continued until last July. He is survived by his wife and three children.

O. C. Gooch, who has been connected with the grain trade for several years, died March 13 at Oakdale, Cal., where he had gone for his health. Mr. Gooch was born near Delavan, Ill., Aug. 17, 1868. He left the farm a young man, and began his business life in Bellflower, Ill. He was married to Ethel Kelly in 1891. After the marriage, he, his father and brothers engaged in the grain and lumber business, the firm being known as Gooch Bros. & Co. After a time he began to seek more active trade, and went to Buffalo, N. Y., where he spent the winter. The following summer he moved to Chicago and engaged in a general grain and commission business in connection with Fish, Bennett & Co., and later with Merrill & Lyon. Here he soon won the respect of the members of the Board of Trade and built up a flourishing business. In the midst of prosperity, with bright prospects before him, his health failed and he sought relief by making a tour in the southern and Pacific states, returning to Chicago last May. The following August his health had so far failed that he was forced to give up all participation in active business, and after a lingering illness he died. He leaves a child three months old and his wife.

David H. Vail, Vice-President and Manager of the Seattle Cereal Co., Seattle, Wash., died March 30, aged 42 years. Mr. Vail was born at Sag Harbor, N. Y., and in 1876 entered the employ of the Deming-Palmer Milling Co., with whom he has ever since been connected. In 1889 Mr. Vail went to Seattle and bought an interest in the firm of Jones & Hubbell, grain, hay and feed dealers, and the name was changed to Vail & Hubbell, and became a leading factor in the Washington grain market. A widow and three children survive him.

Frank L. Grandy, a prominent grain exporter of Norfolk, Va., died March 13 of the grip. Mr. Grandy began his business career as a clerk in the firm of C. W. Grandy & Sons, but after a few years associated himself with the late Richard Ebens in the grain commission business. Since the death of his former partner he has carried on the business by himself in a most successful manner, so that at the present time it is one of the largest grain and feed houses in Norfolk. He was also president of the Daisy Mills at that place. Mr. Granby's wife and two daughters survive him.

Leonard Kinsell, who had been connected with the St. Anthony and Dakota Elevator Co. of Minneapolis for the past 11 years, died March 31 at Daytona, Fla., where he had gone for his health. Mr. Kinsell was born at Hoff, Bavaria, in 1844, and came to the United States at the age of 10 years. In 1867 he engaged in the wheat business at Minneapolis, and has been associated with wheat buying ever since. He was at one time employed by the old Millers' Association as wheat expert, and for many years had acted as translator of foreign letters for the Washburn-Crosby Co., being master of seven languages. He was credited with being one of the best judges of wheat in the Northwest.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain Report of Collins & Co., Cincinnati, Friday, April 9.—The general demand for all kinds of grain and hay during the past week has ruled fairly active, and some channels show an improving tendency, although the trade is quick to feel the influence of the erratic conditions of the speculative markets. The recent declines cause buyers to hold off for more settled conditions, but they are quick to take hold when the market shows any signs of reaction. It is anticipated that receipts will soon grow smaller, and a gradual improvement in prices will be manifest. WHEAT—Is lower in sympathy with the declines in other markets. Offerings are not very large, and the demand is fairly active at the decline. Choice milling wheat at 85½@86 cents, No. 2 Red at 84@85 cents, No. 3 Red at 79@81 cents, No. 4 at 76@78 cents, Rejected by sample ranges from 68@78 cents, as to quality and condition. CORN—In fair request at slightly lower prices, although the arrivals are very small. No. 2 White at 25@25½ cents, No. 3 White at 24 cents, No. 2 Mixed at 25 cents, No. 2 Yellow at 25 cents, No. 3 Mixed and Yellow at 23½@24 cents. EAR CORN—Is in larger supply, and the offerings meet a moderate inquiry at 23@23½ cents for Mixed, White and Yellow. OATS—An active demand rules at slightly lower prices. The common or cheaper qualities meet the best inquiry, with No. 2 White at 22@23 cents, No. 3 White at 19@19½ cents, No. 2 Mixed at 19½@20 cents, Choice at 20½ cents, No. 3 Mixed at 17½@18 cents, rejected Mixed and White range from 17@18 cents, as to quality and weight. RYE—There is a moderate inquiry for choice heavy plump stock suitable for milling account, other qualities are inclined to rule low. Choice Michigan or Northwestern at 38@39 cents, Local No. 2 at 35@36 cents, No. 3 at 31@33 cents, Rejected at 28@30 cents. HAY—Receipts for the week were 2,510 tons; shipments 797 tons. For the corresponding week last year the receipts were 1,308 tons, shipments 412 tons. Notwithstanding the fact that the arrivals the past week were among the heaviest of any week on this crop, this market has taken the offerings with scarcely any weakness in prices. The continuance of heavy receipts may temporarily cause prices to rule a little lower, but so long as the Western country is affected by rains and floods, preventing the usual shipments to Southern markets from that territory, it is anticipated that an active inquiry will continue to rule here for Southern shipping account, and the present time offers good inducements for the marketing of hay at fair values. Choice Timothy at $11.00@11.25, No. 1 at $10.50@11.00, No. 2 at $9.00@9.50, No. 3 at $6.50@7.50, No. 1 Clover and Clover Mixed at $8.50@9.25, No. 2 at $6.00@7.00, Choice Kansas upland at $8.00@8.50 No. 1 at $7.50@8.00. STRAW—Steady, Rye at $6.50@7.00, Wheat at $5.50@6.00, Ott at $4.50@5.00. MILLFEED—Easier and the demand is only moderate. Bran and Middlings at $10.75@11.25 in bulk as to quality.

Grain Report of Shanks, Phillips & Co. of Memphis, Tenn., April 10.—CORN—Is higher. No. 2 White sells at 26½ cents, No. 3 White at 26 cents, No. 2 Mixed at 26 cents, No. 3 Mixed at 25½ cents. OATS—Are selling at better prices. No. 2 White sells at 23 cents, No. 3 White at 21½ cents, No. 2 Mixed at 20½ cents. HAY—The demand for hay is good. Fancy Timothy sells at $13.00, Choice Timothy at $12.00, No. 1 Timothy at $11.25, No. 2 Timothy at $10.50, Choice Clover, Mixed at $10.50, No. 1 Clover at $10.25, No. 2 Clover at $10.00, Choice Kansas Prairie at $7.00. No. 1 at $6.75. German Millet sells at $6.50. BRAN—Is lower, Wheat bran selling at $12.00, Corn bran at $5.00.

Buckwheat amounting to 1,131,623 bushels, valued at $462,023, was exported during February, according to the last report of the Bureau of Statistics, against 228,275 bushels, valued at $91,610, exported during the coresponding months ending with February preceding.

[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

GASOLINE ENGINE AT A BARGAIN.

A second-hand engine, Otto make, but now gasoline, for sale. Ten horse power. In good order. Have no use for it, and will sell at a bargain. Address

F. F. LUTZ, 152 Third St., Louisville, Ky.

ILLINOIS ELEVATOR CHEAP.

A $15,000 elevator for sale at a sacrifice. Excellent location in Central Illinois, on the C. & A. R. R. Fully equipped with latest and best machinery. Feed mill in connection. Storage capacity 25,000 bushels. Will be sold very cheap for cash. Address

V. & S., D, care "American Elevator and Grain Trade," Chicago, Ill.

IOWA ELEVATOR.

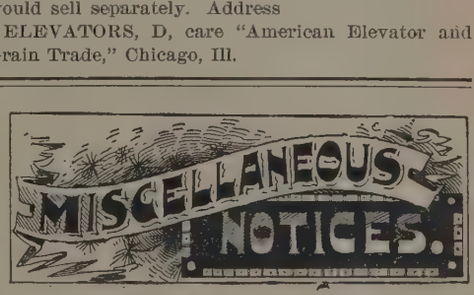
For sale, a 10,000-bushel steam elevator equipped with sheller, cleaners, 44,000-pound hopper scales, wagon dumps, roller feed mill, team scales, office and fixtures, 50,000-bushel crib capacity. All in good repair. Cribs alone rent for $500 per year. Only grain elevator in Portsmouth. Last season's shipment 625 cars oats, corn and wheat. Price $4,000. Address

MONAHAN BROS., Portsmouth, Iowa.

ILLINOIS ELEVATORS.

Desiring to confine our purchases of grain to buying on track, which has been rapidly growing, we have concluded to dispose of our five country stations in the best corn and oats territory in Central Illinois. We have three elevators, one grain dump, one station without elevator. Friendly competition. Good money-makers. Prefer to sell together, but would sell separately. Address

ELEVATORS, D, care "American Elevator and Grain Trade," Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

POSITION AS BUYER WANTED.

Position wanted with a good, reliable grain firm as buyer in the country. Am a good judge of all kinds of hard and soft spring wheat, either smutty or frosted; am also good judge of barley. Have had 6 years experience as grain buyer, three years as flour miller, and two years as oatmeal miller. Am at present managing a country elevator of 75,000 bushels' capacity, gasoline engine, and have a good salary, but North Dakota winters are too severe, and I wish to change locality. Am 28 years old, of good reputation, and can go well recommended. Address

J. P., D, care "American Elevator and Grain Trade," Chicago, Ill.

POSITION AS GRAIN BUYER WANTED.

Wanted, position with a good, reliable grain firm as buyer in the country. Am a good judge of all kinds of wheat, either spring or winter. Am at present managing a country elevator of 15,000 bushels' capacity. Am 30 years old, of good reputation. Can give good recommendations as to character, etc. Address

H. W. C., D, care "American Elevator and Grain Trade," Chicago, Ill.

ILLINOIS ELEVATOR FOR RENT.

Elevator in the best grain region of Illinois for rent. The best built and most complete house in this part of the state, on the C., C., C. & St. L. R. R. (Big Four). Has ear corn and grain dump, office scales, hopper scales, one run of 3½-foot French burrs, sheller and cleaner, 30-horse power engine, etc. Must be seen to be appreciated. Handled 75,000 bushels of grain in December and January; is running now. Possession given March 1, 1897. Address

LEVI RICHNER, Mansfield, Ill.

FORAGE AND STRAW WANTED.

Sealed proposals in triplicate will be received here, and at office of Quartermaster, until 11 o'clock a. m., Monday, May 3, 1897, and then opened, for furnishing, during fiscal year commencing July 1, 1897, forage and straw for San Diego barracks, Cal.; also at same time, at this office only, for forage and straw for Alcatraz Island, Angel Island, Benicia Barracks, Fort Mason, Presidio of San Francisco and San Francisco, Cal. Government reserves right to reject or accept any or all bids, or any part thereof. Preference given to articles of domestic production, conditions of price and quality (including in the price of foreign productions the duty thereon) being equal, and such preference given to articles of American production produced on the Pacific Coast to the extent of the consumption required by the public service there. All information furnished on application to Quartermaster at San Diego barracks, or to undersigned. Envelopes containing bids to be indorsed "Proposals for Forage and Straw," and addressed to said Quartermaster, or to

JAS. M. MOORE, Assistant Quartermaster-General, U. S. Army, Chief Quartermaster, San Francisco, Cal.

Locations for Industries.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The company has all its territory districted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material markets and surroundings will insure their permanent success.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

The Chicago, Milwaukee & St. Paul Railway Company owns 6,168 miles of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle.

A number of new factories and industries have been induced to locate—largely through the instrumentality of this company—at points along its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway, makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,
Industrial Commissioner, C., M. & St. P. R'y,
435 Old Colony Building, CHICAGO, ILL.

ROOFING AND SIDING.

DOES YOUR ROOF LEAK?

How to Prolong the Life of an Old Roof.

IF an old leaky tin, iron or steel roof, paint it with Allen's Anti-Rust Japan. One coat is enough; no skill required; costs little; lasts long.

The name describes it; proof against water, time, climate, and fumes of every description. Stops leaks, and prolongs the life of an old roof.

If you want the evidence write us.

To be returned at our expense if not satisfactory.

ALLEN ANTI-RUST M'F'G COMPANY.,
413 Vine St., Cincinnati, O.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,
MANUFACTURES

Steel Roofing, Corrugated Iron, Siding and Metal Ceiling.

SEND FOR CATALOGUE.

—THE—

IRONTON ROOFING & CORRUGATING CO.,

IRONTON, OHIO,

IRON AND STEEL, ROOFING AND SIDING.

SPECIFICATIONS CHEERFULLY QUOTED UPON.

DURABLE—EASILY APPLIED.

This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coaltar roofings do. ☞ *Send for free sample of roof 12 years old, with circular and price list to*

WARREN CHEMICAL & MFG. CO.,
56 Fulton St., New York, U. S. A.

JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.

Write us for Catalogue and Low Prices on *best*
STEEL ROOFING, CORRUGATED IRON, ETC.

We are large manufacturers of these goods and can save you money.

SYKES STEEL ROOFING CO.,
611 So. Morgan St., Chicago, Ill., and Niles, Ohio.

WE HAVE CHOICE

Millet, Timothy, Clover and Flax Seed

On Hand for SEEDING PURPOSES. Write for Samples and Prices.

FRANK L. HOWE & CO.,
RADCLIFFE, IOWA.

The Kaestner Vertical Mill—The Best.

WHEELER, PORTER COUNTY, Ind., March 4, '97.
Messrs. Chas. Kaestner & Co., Chicago, Ill.

Dear Sirs:—Yours of the second inst. received. In regard to the Kaestner Vertical Mill, it is the best mill that I have ever seen run. It gives entire satisfaction to myself and customers.

Yours truly,
(Signed) CHARLES WALSH.

GRAIN BAGS—BURLAPS.

All kinds of Bags, New and Second Hand.

ORDERS FILLED PROMPTLY.

W. J. JOHNSTON,
Factory and Office,
182 Jackson Street, CHICAGO.

SEND ORDERS FOR

HARD
SOFT
BLOCK
BLACK-SMITH

COAL

COKE

Best Grades
Best Prices
Best Deliveries

TO MILES & COMPANY,
MINE AGENTS AND SHIPPERS, PEORIA, ILL.

E. R. Ulrich & Son,

SHIPPERS OF

WESTERN GRAIN,

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L., C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

WHITNEY & GIBSON,

GRAIN AND HAY ON COMMISSION,

BUFFALO, N. Y.

. . . *OUR MOTTO:* . . .

LIBERAL ADVANCES, QUICK RETURNS.

GIVE US A TRIAL.

R. D. EATON,

NORWICH, N. Y.

GRAIN AND MILL FEED.

ELEVATOR, 75,000 Bu. WAREHOUSE
100 CARS CAPACITY.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

H. M. STRAUSS. H. J. JOSEPH.

STRAUSS & JOSEPH,

Successors to H. M. STRAUSS & CO.

COMMISSION MERCHANTS

GRAIN, MILL FEED, SEEDS, HAY AND STRAW.

17 HURON STREET, CLEVELAND, OHIO.

Refer to National City Bank, Park National Bank, Mercantile Agencies.

HENRY WOOLNER,

GENERAL

Grain Commission Merchant,

PEORIA, ILL.

BARLEY A SPECIALTY.

Liberal Advances on Consignments. Quick Returns. Correspondence solicited. References: German American National Bank, Merchants National Bank.

Leavitt, Sanborn & Co.,

704 Chamber of Commerce, Boston, Mass.

HAY COMMISSION

Our market needs the BEST HAY. There is no money to be made in poor goods. Correspondence solicited.

Reference: T. G. Hiler, Cashier the Faneuil Hall National Bank, Boston.

COMMISSION CARDS.

C. W. WEEBER. G. F. KLETZIN.

WEEBER & KLETZIN,

COMMISSION MERCHANTS,

Wheat, Oats, Barley, Rye, Hay and Straw a Specialty.

Office, 314 Central Ave., Minneapolis, Minn.

References: St. Anthony Falls Bank; Glessner & Washburn.

CORRESPONDENCE SOLICITED.

Established 1855.

Slingerland & Co.,

Commission,

Hay, Straw and Grain,

Foot Bloomfield Street, N. R,,

New York.

KINGSLEY McCALLUM

Merchandise Broker,

JACKSONVILLE, FLORIDA.

Grain, Hay, Flour, Meal and Grits.

LOUISVILLE, KY.

CALLAHAN & SONS,
RECEIVERS AND SHIPPERS

GRAIN, HAY, FLOUR.

CONSIGNMENTS SOLICITED. CENTRAL ELEVATOR.

LEMAN BARTLETT. O. Z. BARTLETT.

L. Bartlett & Son,

GRAIN AND PRODUCE
COMMISSION MERCHANTS.

BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis

Careful attention given to orders from Brewers, Maltsters and Millers

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SHIP YOUR GRAIN

—TO—

P B. & C. C. MILES,

COMMISSION MERCHANTS,
PEORIA, ILL.

Established 1875. LIBERAL ADVANCES QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

ESTABLISHED 1865.

L. EVERINGHAM & CO.,

Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

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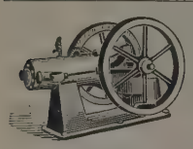

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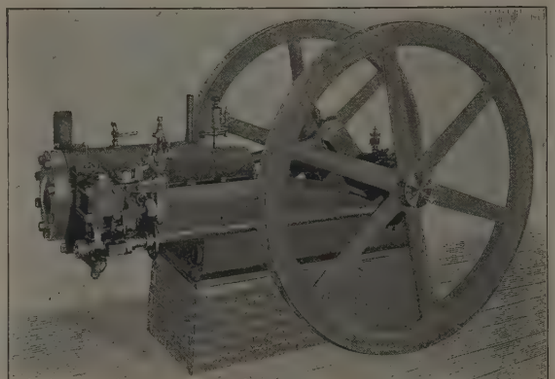

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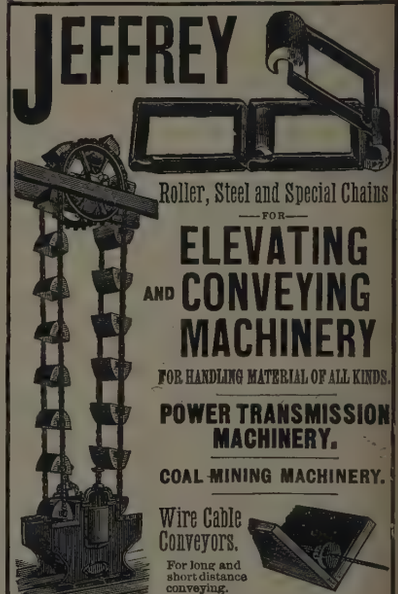

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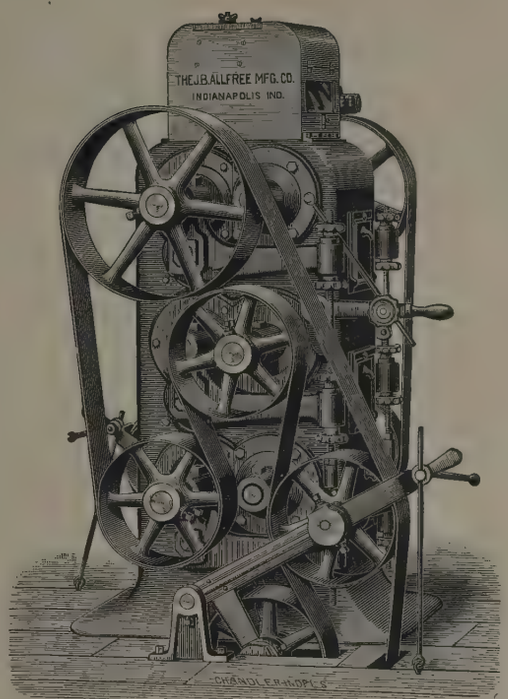

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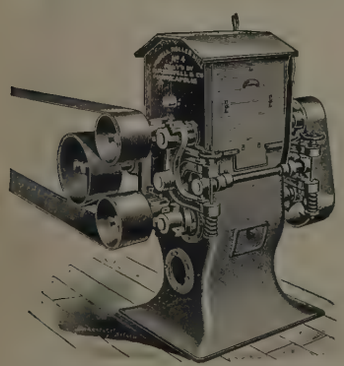

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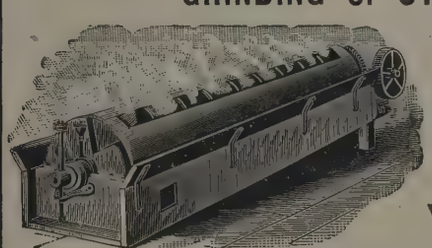

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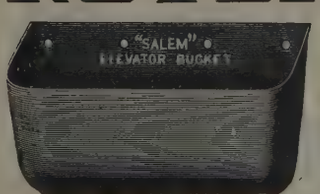

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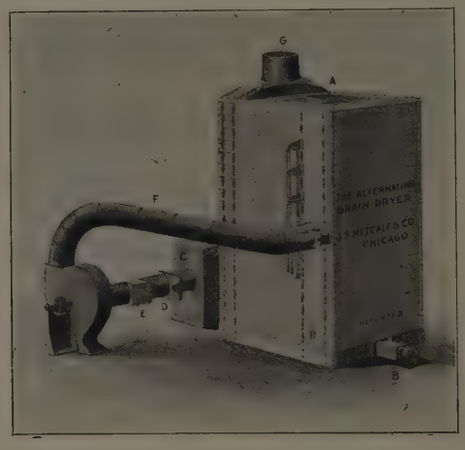

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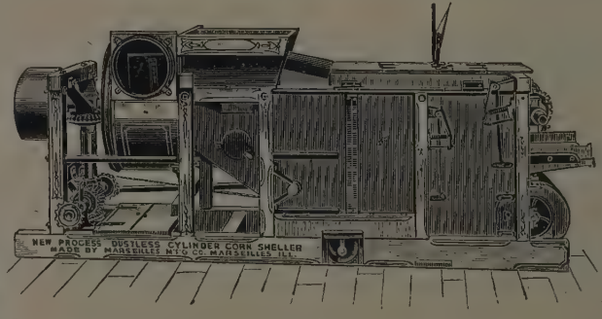

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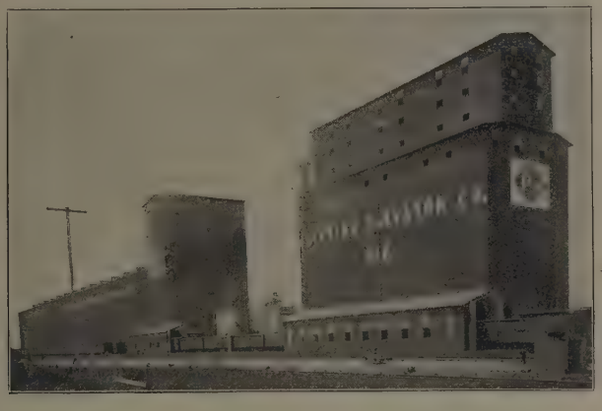

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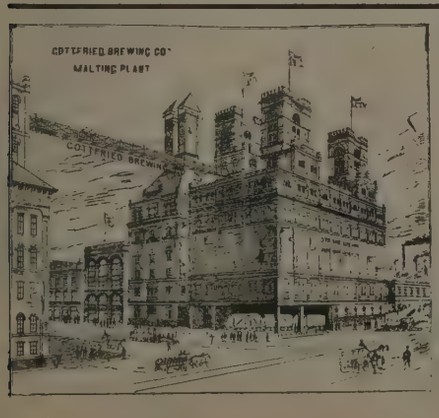

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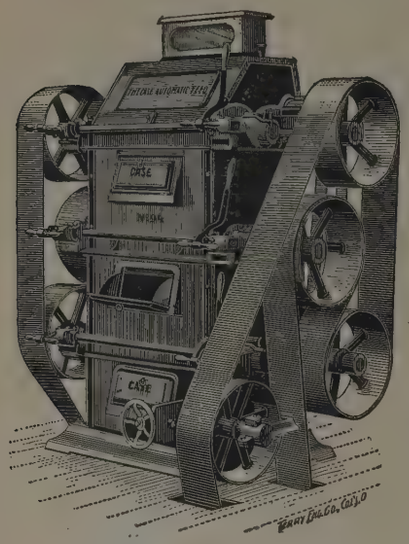
The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



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Columbus, Ohio.

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She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K.

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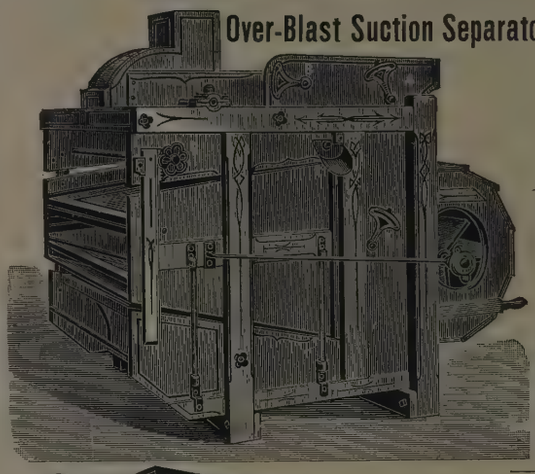

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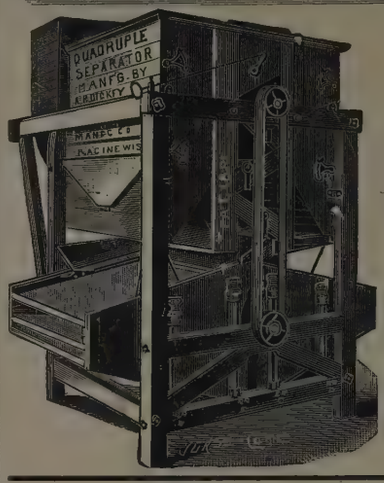

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This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

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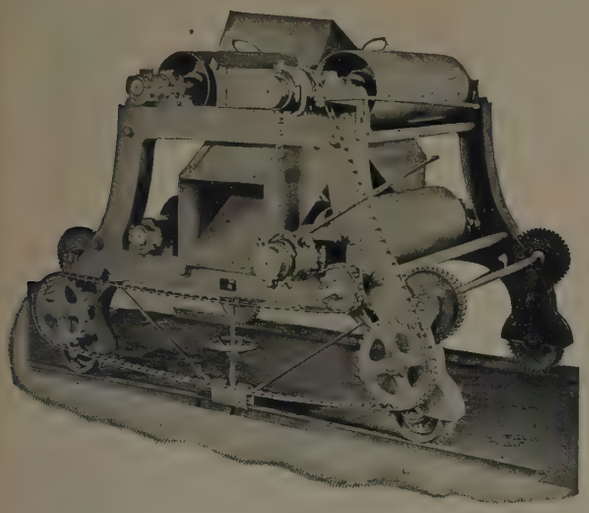

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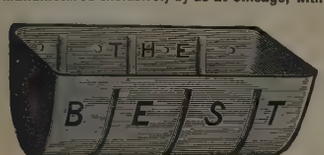

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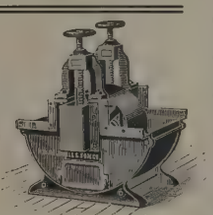

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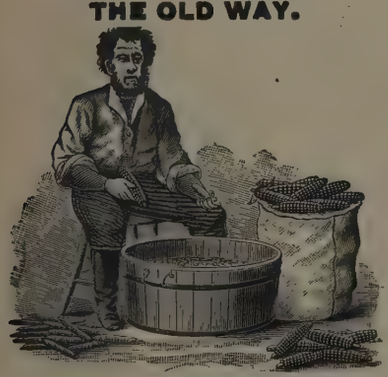

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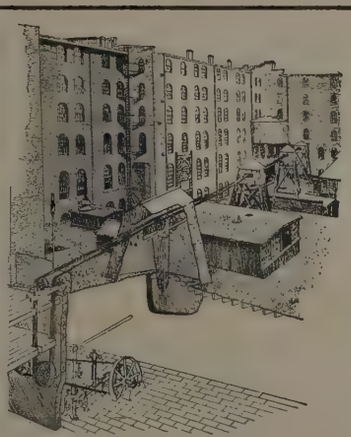

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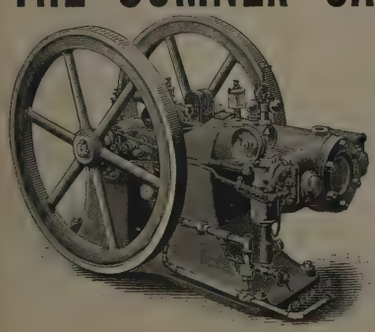

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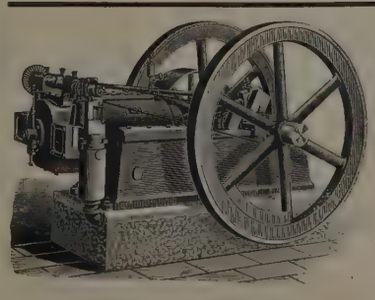

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Natural Gas,
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STATIONARY, PORTABLE AND MARINE.

SIMPLEST IN CONSTRUCTION,
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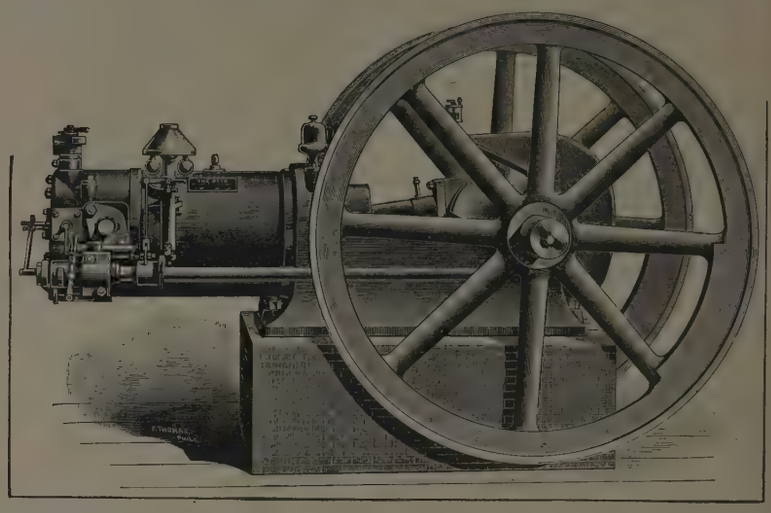

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If you contemplate any changes in your cleaning machinery don't fail to get prices and cuts of our improved

EUREKA ELEVATOR AND WAREHOUSE SEPARATORS

And Improved

EUREKA OAT CLIPPER.

We have made several important changes in these machines and say without fear of contradiction we have the best Grain Separators, best Oat Clippers, on the market to-day. These facts we can convince the most skeptical by simply writing us, stating what machines are required.

MORE EUREKA SEPARATORS AND EUREKA OAT CLIPPERS IN USE THAN ALL OTHERS COMBINED.

Thousands of references if required. If you want the best write.

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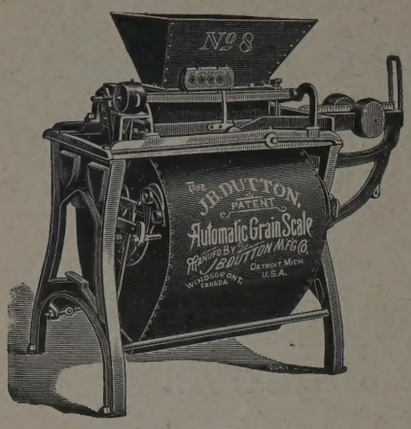

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IT IS THE MOST COMPLETE, ACCURATE AND CONVENIENT BOOK EVER ISSUED.
ITS USE WILL SAVE TIME AND LABOR AND INSURE ACCURACY. . . . . .

BALTIMORE, April 26, 1897.

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DEAR SIR:—Your esteemed favor of the 23rd to hand and noted. Accept thanks for the supplement furnished us. We find your Actuary all it has been represented to be. It is a great time saver, is accurate and correct in every particular and is indispensable to everyone connected with the grain business, and we take pleasure in recommending its use. Yours truly,

KIRWAN BROS. GRAIN CO.

HUTCHINSON, KAN., April 26, 1897.

HENRY NOBBE, Esq., Farmersville, Ill :

DEAR SIR:—We have received your Actuary, and after careful examination of its merits we find it a very valuable work and can recommend it to all grain buyers. Yours respectfully,

W. L. WOODNUT & CO.

DECATUR, ILL., April 29, 1897.

Mr. HENRY NOBBE, Farmersville, Ill.:

DEAR SIR:—Your favor of the 23rd received inclosing supplement to the Actuary, for which accept our thanks. In regard to the "Actuary" will say we are very much pleased with it and think every grain dealer should have one in his office, as it saves time and time is money. Yours truly,

DECATUR MILLING CO.

WINONA, MINN., April 24, 1897.

HENRY NOBBE, Esq., Farmersville, Ill.:

DEAR SIR:—We have used your Grainman's Actuary for some time past and find same satisfactory in every way. It is a great convenience in our office and saves labor and time. Yours truly,

WINONA & DAKOTA GRAIN CO.

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DEAR SIR:—We find your Grainman's Actuary of benefit in checking up invoices, insomuch as time is saved, and accuracy insured. Yours,

CLARK & ALLEN,
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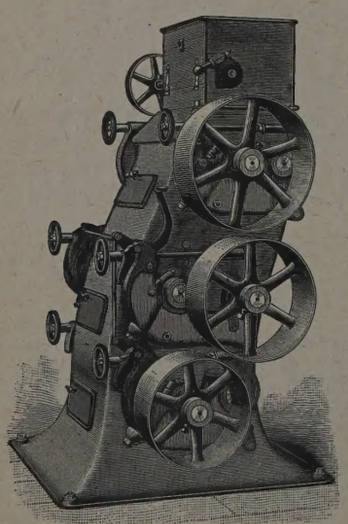

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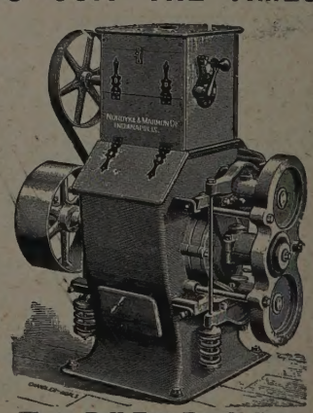

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CHICAGO, ILL., February 21, 1897.

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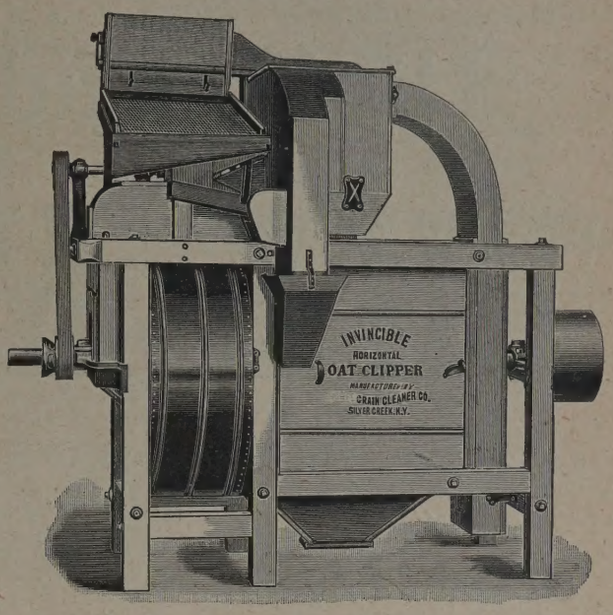
Gentlemen:—We have just received your letter and receipt for the check we sent you in payment of your No. 5 **Invincible** Oat Clipper we recently purchased of you, and in answer to your inquiry in regard to how the Clipper works, will say that we never had a machine of any description in our place that has suited us any better than the one we have just purchased of you.

The machine has been running almost constantly since it was set in place and we are willing to say that it has virtually paid for itself in this short time.

The suction seems to work better than on any machine, clipper or cleaner, that we have ever used. We have run at 400 bushels' capacity per hour with all beaters on and have raised the weight of the oats on the same, running from two as high as 6½ lbs. per bushel.

You may use this letter at any time you wish, and will further say that we will be pleased to show or have you refer anyone to us regarding the Clipper.

Yours very truly,
S. W. EDWARDS & SON.



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Built in sizes from 2 to 50 Horse Power.

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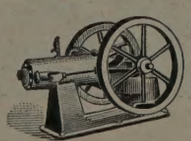

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Are the best and cheapest power for Elevators, Conveyors, Feed Mills, Corn Shellers, Etc. . . . . Catalogue Free.

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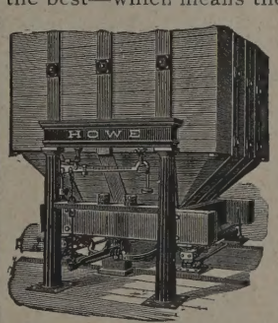
The idea of placing ball bearings to assume the friction and wear from vital parts as first introduced by the manufacturers of Howe Scales is to-day being followed out by makers of other lines, such as machinery, vehicles, bicycles, etc.

When purchasing why not buy the latest, the most improved and the best—which means the Howe?



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Special designs for special uses, such as

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Howe Scales.

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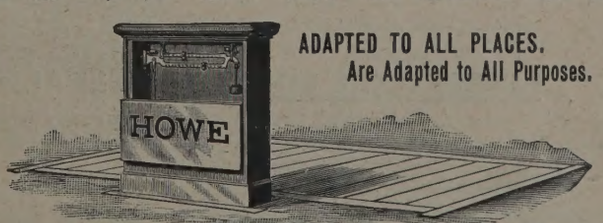

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High Grade Grain Cleaners

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Are conceded by Elevator Operators to be the Leading Machines for the purpose now offered.

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The Monitor Warehouse and Elevator Separators

Stand so far above all other makes of machines for cleaning grain that **comments are unnecessary.**

Should you desire to see them in operation, go to any of the leading cleaning elevators built during the last six years.

Monitor Machines are not offered in competition with the cheap machines on the market, but are offered for just what they are—**the best.**

We are unwilling to lower the grade of material and quality of workmanship in order to compete with other machines. The high standard of excellence that has always entered into the construction of the "Monitors" will be maintained.

They are built on honor and sold on merit, and every purchaser gets value received.

By these methods alone can high grade grain cleaners be furnished, and it is a false economy to buy a poor machine because it is cheap at first cost.

We are right in it, even though we keep the standard up.

LINSEED OIL MILLS WILL LEARN THE ADVANTAGES OF OUR MONITOR SPECIAL FLAX CLEANER BY WRITING US.

HUNTLEY MFG. CO.,

SILVER CREEK, N. Y.